

CONTRACT DATA REQUIREMENTS LIST

(1 Data Item)

Form Approved
OMB No. 0704-0188

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A. CONTRACT LINE ITEM NO. B. EXHIBIT D C. CATEGORY: TDP _____ TM _____ OTHER X

D. SYSTEM/ITEM MLG TIRE, E-3A ACFT E. CONTRACT/PR NO. FD2020-03-21158 F. CONTRACTOR

1. DATA ITEM NO. D001 2. TITLE OF DATA ITEM Depot Maintenance Production Report 3. SUBTITLE AFMC Form 413

4. AUTHORITY (Data Acquisition Document No.) DI-ALSS-80728A 5. CONTRACT REFERENCE Appendix A 6. REQUIRING OFFICE OO-ALC/LGMC

7. DD 250 REQ LTR 9. DIST STATEMENT REQUIRED 10. FREQUENCY Monthly 12. DATE OF FIRST SUBMISSION See block 16 14. DISTRIBUTION a. ADDRESSEE b. COPIES Draft Final Reg Repro

8. APP CODE N/A 11. AS OF DATE See block 16 13. DATE OF SUBSEQUENT SUBMISSION See block 16 16. REMARKS (4) Submit by AFMC Form 413 (7) LTR of transmittal shall be mailed the last day of the month in which transactions occurred. Letter shall be mailed to: OO-ALC/LGMC, 6009 Wardleigh Road, Building 1209, Hill AFB, Utah 84056-5838. (9) The following Distribution Statement shall be displayed on the front cover of the document: Distribution Statement B: Distribution authorized to U.S. Government agencies and only for administrative or operational use, determined August 22, 2002 Other requests for this document shall be referred to OO-ALC/LGMC. (11) Last work day of each month. (12) (13) Submit first month after receipt of order. Subsequent reports shall be forwarded so as to arrive at OO-ALC no later than the 10th calendar day of the month following the reporting period. Negative reports are required after the initial report. Government mailing indicia is not authorized.

OO-ALC/LGMC
6009 Wardleigh
Road Bldg. 1209
Hill AFB, Utah
84056-5838

15. TOTAL 2 0

G. PREPARED BY H. DATE 22 August 2002 I. APPROVED BY J. DATE 22 August 2002

17. PRICE GROUP
18. ESTIMATED TOTAL PRICE

INSTRUCTIONS FOR COMPLETING DD FORM 1423
(Use DoD 5010.12-M for detailed instructions.)

FOR GOVERNMENT PERSONNEL

Item A. Self-explanatory.

Item B. Self-explanatory.

Item C. Mark (X) appropriate category: TDP - Technical Data Package; TM - Technical Manual; Other - other category of data, such as "Provisioning," "Configuration Management," etc.

Item D. Enter name of system/item being acquired that data will support.

Item E. Self-explanatory (to be filled in after contract award).

Item F. Self-explanatory (to be filled in after contract award).

Item G. Signature of preparer of CDRL.

Item H. Date CDRL was prepared.

Item I. Signature of CDRL approval authority.

Item J. Date CDRL was approved.

Item 1. See DoD FAR Supplement Subpart 4.71 for proper numbering.

Item 2. Enter title as it appears on data acquisition document cited in Item 4.

Item 3. Enter subtitle of data item for further definition of data item (optional entry).

Item 4. Enter Data Item Description (DID) number, military specification number, or military standard number listed in DoD 5010.12-L (AMSDL), or one-time DID number, that defines data content and format requirements.

Item 5. Enter reference to tasking in contract that generates requirement for the data item (e.g., Statement of Work paragraph number).

Item 6. Enter technical office responsible for ensuring adequacy of the data item.

Item 7. Specify requirement for inspection/acceptance of the data item by the Government.

Item 8. Specify requirement for approval of a draft before preparation of the final data item.

Item 9. For technical data, specify requirement for contractor to mark the appropriate distribution statement on the data (ref. DoDD 5230.24).

Item 10. Specify number of times data items are to be delivered.

Item 11. Specify as-of date of data item, when applicable.

Item 12. Specify when first submittal is required.

Item 13. Specify when subsequent submittals are required, when applicable.

Item 14. Enter addressees and number of draft/final copies to be delivered to each addressee. Explain reproducible copies in Item 16.

Item 15. Enter total number of draft/final copies to be delivered.

Item 16. Use for additional/clarifying information for Items 1 through 15. Examples are: Tailoring of documents cited in Item 4; Clarification of submittal dates in Items 12 and 13; Explanation of reproducible copies in Item 14.; Desired medium for delivery of the data item.

FOR THE CONTRACTOR

Item 17. Specify appropriate price group from one of the following groups of effort in developing estimated prices for each data item listed on the DD Form 1423.

a. Group I. Definition - Data which is not otherwise essential to the contractor's performance of the primary contracted effort (production, development, testing, and administration) but which is required by DD Form 1423.

Estimated Price - Costs to be included under Group I are those applicable to preparing and assembling the data item in conformance with Government requirements, and the administration and other expenses related to reproducing and delivering such data items to the Government.

b. Group II. Definition - Data which is essential to the performance of the primary contracted effort but the contractor is required to perform additional work to conform to Government requirements with regard to depth of content, format, frequency of submittal, preparation, control, or quality of the data item.

Estimated Price - Costs to be included under Group II are those incurred over and above the cost of the essential data item without conforming to Government requirements, and the administrative and other expenses related to reproducing and delivering such data item to the Government.

c. Group III. Definition - Data which the contractor must develop for his internal use in performance of the primary contracted effort and does not require any substantial change to conform to Government requirements with regard to depth of content, format, frequency of submittal, preparation, control, and quality of the data item.

Estimated Price - Costs to be included under Group III are the administrative and other expenses related to reproducing and delivering such data item to the Government.

d. Group IV. Definition - Data which is developed by the contractor as part of his normal operating procedures and his effort in supplying these data to the Government is minimal.

Estimated Price - Group IV items should normally be shown on the DD Form 1423 at no cost.

Item 18. For each data item, enter an amount equal to that portion of the total price which is estimated to be attributable to the production or development for the Government of that item of data. These estimated data prices shall be developed only from those costs which will be incurred as a direct result of the requirement to supply the data, over and above those costs which would otherwise be incurred in performance of the contract if no data were required. The estimated data prices shall not include any amount for rights in data. The Government's right to use the data shall be governed by the pertinent provisions of the contract.

PR. MIPR. OR DOCUMENT NUMBER

FD2020-03-21158

3. INSTRUCTIONS TO CONTRACTING OFFICER: Insert appropriate clause(s) into Section D for applicable item(s) as indicated below.

✓	AFMCFARS 5352.247-9005, SHIPPING CONTAINER MARKING. ITEM NAME(s) OR NSN/MMAC
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1. **PACKAGING REQUIREMENTS:** Block 1 shall always be completed and further defined in Blocks 2, 3, or 4. The term "Item ID" refers to line item number, item name, NSN/NAAC, part number, or any other way of identifying a particular item. MIL-STD-2072-1 represents Military Preservation (PRES) and Packing (PACK). Military packing consists of levels A, B, and Minimum (M). ASTM D3951 could be substituted by another document if specified in Block 2. Quantity Per Unit Pack (QUP) and Commercial Best Practice (CBP) are abbreviated. The reverse side of this form has the European Union environmental requirements.

AFMCFARS 5352.247-9006, MARKING OF WARRANTED ITEMS.
ITEM NAME(S) OR NSN/MMAC

AFMCFARS 5352.247-9007, SPECIFICATION COMMERCIAL PACKAGING (ASTM D3951). ITEM NAME(S) OR NSN/MMAC

AFMCFARS 5352.247-9008, CONTRACTOR COMMERCIAL
PACKAGING (*Commercial Best Practice*). ITEM NAME(s) OR NSN/MMMAC

AFMCFARS 5352.247-9009, MILITARY PACKAGING AND MARKING.
ITEM NAME(S) OR NSN/MMAC

AFMCFARS 5352.247-9010, ENGINEERED OR SPECIALIZED CONTAINERS (CDRS). ITEM NAME(S) OR NSN/MMAC

**AFMCFARS 5352.247-9011, PACKAGING AND MARKING OF
HAZARDOUS MATERIAL: ITEM NAME(S) OR NSN/MMAC**

AFMCFARS 5352.247-9012, PACKAGING FOR INSPECTION AND ACCEPTANCE AT DESTINATION. ITEM NAME(S) OR NSN/MMAC

AFMCFARS 5352.247-9013, PACKAGING DATA (Coded and/or Special Packaging Instructions). ITEM NAME(s) OR NSN/MMMAC _____

2. ADDITIONAL PACKAGING AND CONTAINER MARKING REQUIREMENTS (Specify all revisions and dates of required specifications, standards, and data item descriptions (DIDs))

1. CODED DATA: Coded requirements shall be interpreted in accordance with MIL-STD-2073-1.

[illegible]

ORGANIZATION

LGMPR

PACKAGING SPECIALIST (Typed Name/Signature)

ING SPECIALIST (Typed Name/Signature)

DATE _____

DATE 02 Sep 05

AFMCM FORM 158, 20020102 (EF-V1)

PREVIOUS EDITION IS OBSOLETE

SEE REVERSE SIDE

**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS OGDEN AIR LOGISTICS CENTER (AFMC)
HILL AFB, UT 84056-5609**

Contract No.

APPENDIX A

WORK SPECIFICATION

TYPE WORK: Essential Rebuild/Retread
TYPE EQUIPMENT: Aircraft Tires

PRODUCTION MGR: J. Johnson
OFFICE/PHONE: LILAA/7-7383

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**SECTION I
GENERAL**

1.1 INFORMATION:

1.1.1 This Work Specification establishes the minimum work requirements for essential rebuild/retread necessary to restore the reparable end items to a serviceable condition but not like new cosmetically.

1.1.2 All work performed by the contractor will comply with the instructions and technical data requirements contained in this specification. Additional work discovered after award of contract that is not covered by the contract will be negotiated and approved by the CO through the ACO prior to work being started.

1.1.3. The contractor shall not design, develop or manufacture tooling or test equipment of a specialized nature as a requirement under this work specification without the express direction of the CO through the ACO.

1.1.4. The contractor shall expend no effort under this work specification for additional engineering design or development of the end item or components.

1.1.5 The functional capabilities for which the end item was designed shall not be changed, modified, or altered unless such changes are directed by this work specification and authorized by the OO-ALC program manager.

1.2 TERMS EXPLAINED:

1.2.1 "Acceptance Test": The functional and operational test performed on the end item to ensure that all performance standards are satisfactorily met to restore the end item to a serviceable condition.

1.2.2 "ACO": The Administrative Contracting Officer.

1.2.3 "Calibration": A comparison between two instruments, one of which is a standard of higher accuracy, to detect and correlate or adjust any variation in the accuracy of the instrument or equipment item being compared or tested.

1.2.4 "CO": The Contracting Officer.

1.2.5 "End Item": The item furnished to the contractor for maintenance.

1.2.6 "Essential Rebuild/Retread": The minimal parts, labor, and processes required to restore an item to a serviceable condition.

1.2.6.1 "Rebuild/Retread": To replace the tread, or the side wall material or a worn aircraft tire with new material by means of vulcanization. Rebuilt tires are sometimes referred to as retread, recapped, rebuilt or re-manufactured tires.

1.2.7 "Government Approved Contractor Technical Data": Contractor technical data that has been used in the manufacture/production for initial procurement of government end items or any subsequent update/modification and can be used for the repair of such items.

1.2.8 "IAW": In Accordance With.

1.2.9 "Inspection": A thorough examination of an item to determine its identity and condition.

1.2.10 "Modification (MOD)": A change in the physical or functional characteristics of a system, equipment or end item that affects form, fit, or function.

1.2.11 "N/A": Not Applicable.

1.2.12 "Production Management Specialist (PMS)": That individual who develops and prepares the Contract Maintenance Purchase Request (PR) package, and is the program manager for the duration of the contract. PMS, as used in this document, refers to the production manager, office, and phone indicated on the title page of this Appendix A.

1.2.13 "Repairable": An unserviceable item that can have maintenance performed to restore it to a serviceable condition.

1.2.14 "Reparable": An unserviceable recoverable end item that may or may not be repairable and refers more to its logistics status.

1.2.15 "Serviceable": Capable of meeting the requirements and performing the function for which designed or modified and meets all test requirements established by this work specification and the technical data cited in Section IV.

1.2.16 "Technical Data": All government and contractor drawings, specifications, standards, Technical Orders (T.O.s), technical manuals, and all other technical publications necessary to restore an item to a serviceable condition.

1.2.17 "Update": To bring an end item up to the latest acceptable government approved configuration without changing its original form, fit, or functional capability.

1.3 DATA:

1.3.1 DATA/REPORTING REQUIREMENTS: (See paragraph 3.2.7).

1.3.2 TECHNICAL DATA:

1.3.2.1 The rebuild/retread effort will conform to the instructions in this work specification and all applicable technical data/directives listed in Section IV.

1.4 SECURITY: DD Form 254 is not required.

1.5 QUALITY: The inspection system requirements acceptable to the government, are specified in Schedule Section E of the contract/order.

1.6 CONDEMNATION AND REPAIR: It shall be considered uneconomical to rebuild/retread an end item when the total cost for parts, material and labor exceeds 75% of the current stocklist price of a new item. Authorization to rebuild/retread or condemnation shall be obtained through the ACO/CO from the program manager for end items determined to be uneconomical to return to a serviceable condition.

NOTE: If this requirement results in a firm fixed-price contract, the 75 percent criteria may be waived by the production manager for those times that the negotiated price exceeds the above criteria.

1.7 ROUTED REPAIR REPLACEMENT QUANTITIES (RRRQ): N/A.

1.8 ACCESSORY AND COMPONENT REUSE, MAINTENANCE AND REPLACEMENT: N/A.

1.9 SPECIAL TOOLS AND SUPPORT EQUIPMENT (ST/SE):

1.9.1 ST/SE necessary to accomplish maintenance and ensure serviceability of the end item(s) will be identified in Section IV; however, ST/SE will not be furnished by the government.

1.9.2 Necessary ST/SE will be furnished by the contractor. If substitute ST/SE are proposed for use in this effort, authorization must be obtained through the ACO/CO from the program manager.

SECTION II
RECEIPT OF EQUIPMENT AT FACILITY

2.1 **HANDLING:** The contractor shall exercise care to prevent damage to Government Furnished Property/Equipment while in his possession.

2.1.1 The contractor shall store all Government Furnished Property in a secure area to provide protection against damage, pilferage, or loss. Storage areas shall provide protection against all adverse environmental conditions.

2.1.2 Reusable shipping containers, packaging, and crating material in which the Government Furnished Property is received shall be handled with care. Reusable containers shall be stored for reuse, and configuration of the containers shall not be altered.

2.2 **INVENTORY INSPECTION:** An inspection shall be performed on the end item upon its receipt at the contractor's facility for the following:

2.2.1 Proper identity.

2.2.2 Damage.

2.2.3 Completeness.

2.2.4 Any restrictions/limitations on retreading of carcasses as directed by LILEC.

2.2.5 Any deficiencies found as a result of the above inspection shall be brought to the attention of the ACO, and disposition shall be IAW instructions contained in Appendix "B" of this contract, if applicable, or as directed through the ACO and CO by the program manager.

2.3 **PRESERVATION:** While the end items are in the possession of the contractor, they shall be handled and stored in such a manner to preclude damage by handling, weather or foreign matter.

SECTION III WORK REQUIREMENTS

3.1 GENERAL:

3.1.1 The contractor shall receive, inspect, test, and rebuild/retread each end item to restore the items to a serviceable condition.

3.1.2 Parts or material used shall be equal to or exceed the original requirements of technical data cited herein. In the event deviation from the technical data is required, and the contractor desires use of a substitute part, an approval request in letter form will be submitted through the ACO/CO to the program manager who will obtain the appropriate engineering office approval, and provide an information copy to OO-ALC/PKDAQ.

3.1.3 Maintenance on the reparable end items shall be accomplished IAW the current technical orders or the appropriate government-approved contractor technical data and other directives identified throughout this work specification and listed in Section IV.

3.1.4 If any applicable technical data is changed, revised, amended, or supplemented after award of contract, and an increase or decrease in work requirements is involved, the ACO and CO will be informed. Any increase in labor and or materials will be accomplished as applicable, and negotiated by the CO, prior to work being accomplished.

3.1.5 RELIABILITY AND MAINTAINABILITY (R&M). Additional R&M is not required; however, existing R&M performance shall not be degraded during this work effort.

3.1.6 ENVIRONMENTAL STRESS SCREENING (ESS) REQUIREMENTS: N/A.

3.1.7 ENVIRONMENTAL IMPACT (EI) REQUIREMENTS: N/A.

3.1.8 ELECTROSTATIC DISCHARGE CONTROL: N/A.

3.2 SPECIFIC WORK REQUIREMENTS:

3.2.1 DISASSEMBLY: N/A.

3.2.2 CLEANING: N/A.

3.2.3 INSPECTION:

3.2.3.1 The contractor shall accomplish a thorough inspection of each end item to determine rebuilding and/or retreadability IAW the technical data listed in Section IV.

NOTE:

- (1) NSN 2620-01-129-7607 identified by QTRs 87-25 and 2017-2-TL are not to be retreaded beyond R-1 for that NSN.
- (2) NSN 2620-00-084-6037 identified by QTRs 54, 461B-NE-69-9 and 214 shall not be retreaded beyond R-5.

3.2.3.2 The contractor shall accomplish Non-Destructive Inspection (NDI) IAW paragraphs 3.2.3.2.1 and 3.2.3.2.2 for the following high speed tires:

- | | |
|--------------------------|--------------------------|
| (a) NSN 2620-00-084-6037 | (c) NSN 2620-00-137-0262 |
| (b) NSN 2620-00-575-8893 | (d) NSN 2620-01-129-7607 |

NOTE: Holography is the accepted method for this NDI. Any other method must be approved by LILEC prior to use.

3.2.3.2.1 The contractor shall accomplish a 100% NDI on each rebuilt/retread tire after the completion of the rebuilding process and prior to delivery to the government. The inspection area shall be shoulder-to-shoulder, as defined in MIL-PRF-5041, 360 degrees around the tire. NDI shall be accomplished on the total thickness of the rebuilt tire throughout the described area. As a minimum, the inspection process utilized shall be capable of detecting and recording the following defects whenever their size is 0.25 inch diameter or larger.

- (a) Separations/Unbonds.
- (b) Voids/porosity.
- (c) Multiple Cord Fractures/Impact Bruises.

3.2.3.2.2 The recording must clearly document the above defects and must include tire identification data as defined in MIL-R-7726. A record is required for each tire inspected. Tires identified with defects of any size must be rejected. Rejected tires must be held by the contractor for disposition instructions from the contracting officer. If the number of rejections resulting from NDI exceeds three percent for a 100 tire lot, the contractor must promptly notify the contracting officer.

3.2.3.2.3 All NDI records shall be held by the contractor for a period of six months. After six months, the contractor shall dispose of the NDI records using local plant clearance procedures.

3.2.3.3 Check for unauthorized or unacceptable maintenance.

NOTE: If unauthorized or unacceptable maintenance is suspected or verified, notify the OO-ALC program manager through ACO/CO.

3.2.4 CORROSION CONTROL AND TREATMENT: N/A.

3.2.5 MAINTENANCE: The contractor shall inspect and rebuild/retread the reparable end items IAW MIL-R-7726 and the technical data listed in Section IV.

3.2.5.1. The contractor shall perform an acceptance test and checkout of the each completed end item to assure serviceability prior to presentation to the government. Test and checkout shall be accomplished IAW MIL-R-7726 and the technical data listed in Section IV.

3.2.6 FINISHING: N/A

3.2.7 DELIVERABLE DATA REQUIREMENTS: The deliverable data requirements which generate as a result of the work effort accomplished IAW this Work Specification are identified in Attachment 1 to this Appendix.

3.2.8 GOVERNMENT ACCEPTANCE INSPECTION: All work will be subject to government acceptance inspection and shall conform to this work specification, the technical order, and other applicable directives listed in Section IV.

SECTION IV
TECHNICAL ORDERS (T.O.s) AND OTHER DIRECTIVES

4.1: TECHNICAL DATA REQUIREMENTS The contractor shall comply with the latest dated directive used or issued during the time the work is being accomplished and perform a timely review of all updated T.O.s and other directive changes applicable to the work requirement. The review will consider the impact on work requirements, cost, and schedules with backup data for those changes. Increases or decreases in work, which impact the maintenance facility or the government, will be sent through the ACO to the CO for negotiation and approval prior to beginning work.

4.2 APPLICABLE TECHNICAL ORDERS:

USAF T.O. 4T-1-3, Inspection, Maintenance Instruction, Storage, and Disposition of Aircraft Tires and Inner Tubes.

4.3 APPLICABLE TIME COMPLIANCE TECHNICAL ORDERS: N/A.

4.4 APPLICABLE DIRECTIVES:

MIL-R-7726 Repair and Rebuilding of Used Aircraft Pneumatic Tires

4.5 APPLICABLE CONTRACTOR TECHNICAL DATA:

Document Identifier	Government Approved Contractor
(Unknown)	Technical Data as applicable

Technical orders/manuals, technical directives and other applicable publications required to accomplish the work effort, but not in possession of the contractor, shall be acquired as authorized and directed by the ACO.

NOTE: Primary source for military specifications and standards is:

Department of the Navy
Standardization Document Order Desk
Building No. 4 700 Robins Ave.
Philadelphia, PA 19111-5094

DSN 88-442-2179/2667

DELIVERABLE DATA REQUIREMENTS

1. The contractor shall establish and maintain a program and procedures that will provide the status of maintenance production, asset management, condemnations, problems encountered, accountability and stock balances of Government Furnished Property end items, and the financial accounting and inventory control of Government Furnished Material IAW CDRL EXHIBIT A. (DI-ILSS-80728/T) (AFMC Form 413/Depot Maintenance Production Report).

QTR AND LCC COST
INDEX LISTING
DATA EXTRACTED FROM
QPL 7726-9, 2 FEB 90,
7 DEC 98

8/13/02

<u>NOUN</u>	<u>2620 NSN</u>	<u>TIRE SIZE</u>	<u>GOOD YEAR QTR/INDEX</u>	<u>MICHELIN QTR/INDEX</u>	<u>BRIDGESTONE QTR/INDEX</u>	<u>MAX R LEVEL</u>
A-10 MAIN	01-129-7607	36X11/22	87-25 55.5280	2017-2-TL 69.1943	--- ---	R1
B-52 MAIN	00-575-8886	56X16/38	--- ---	2003 204.2034	205 222.1429	NA
C-5 MAIN	00-702-2972	49X17/26	86-14-1 591.6971	3002-1-TL 701.845	202 498.1105	NA
C-130 MAIN	00-142-5161	20.00-20/26	80-32 774.6821	2010 838.7911	209 699.3906	NA
C-130 NOSE	00-834-6673	12.50-16/12	74-16 ---	50 ---	17 ---	NA
C-141 NOSE	00-809-1344	36X11/22	463B-DM-059 305.956	69 357.2112	165 383.7547	NA
E-3A MAIN	00-084-6037	46x16/28	461B-NE-69-9 ---	54 ---	214 ---	R5
KC-135 MAIN	00-575-8893	49X17/26	461B-184 491.2122	2016-1-TL 591.9244	176 473.8115	NA
KC-135 NOSE	00-137-0262	38X11/14	86-31 76.0919	2018-1-TL 70.5876	258 56.7549	NA

HEADQUARTERS
OGDEN AIR LOGISTICS CENTER
UNITED STATES AIR FORCE
HILL AIR FORCE BASE, UTAH 84056

AF CONTRACT NR

APPENDIX "C"

SAFETY INFORMATION

EQUIPMENT TYPE WORK: REBUILD/RETREAD OF AIRCRAFT TIRES

TYPE: AIRCRAFT TIRES

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2	BIBLIOGRAPHY OF PUBLICATIONS/DIRECTIVES	4

SECTION 1 – INDUSTRIAL SAFETY REQUIREMENTS:

1.1 General Requirements:

1.1.1 The contractor shall protect government property to prevent damage during the period of time the property is under the control or possession of the contractor.

1.1.2 The contractor shall include a clause in all subcontracts to require subcontractors to comply with the safety provision of this contract.

1.1.3 The contractor shall ensure that the safety designed into the system is not degraded by the repair methods or procedures, or changes initiated during work processes associated with this contract.

1.1.4 The contractor shall comply with all safety provisions; e. g., technical specifications, technical publications, etc., referenced in the work specifications of this contract.

1.1.5 Accident/Incident Reporting and Investigation:

1.1.5.1 The contractor shall report promptly to the Administrative Contracting Officer (ACO) all available facts relating to each instance of damage to government property.

1.1.5.2 When a major mishap (\$10,000 or more) involving government property in process occurs, the contractor shall immediately secure the accident scene and damaged item or wreckage until released by the accident investigative authority as designated by the contracting ALC Safety Office. Such release will be accomplished through the ACO.

1.1.5.3 If the government elects to conduct an investigation of the accident, the contractor shall cooperate fully and assist government personnel until the investigation is completed.

1.1.5.4 The contractor shall include a clause in each of his applicable subcontracts to require subcontractor's cooperation and assistance in accident reporting and investigation.

1.2 Specific Requirements:

1.2.1 Storage of government property shall be provided in accordance with DOD Regulation 4145.19-R-1, paragraphs 6-107, 6-108, 6-109a, 6-110, 6-117, 6-121 and 6-122.

1.2.2 Inspect and maintain hoists, cranes, slings, and other lifting equipment to ensure safe operation:

1.2.2.1 All lifting devices and equipment shall have sufficient capacity for the loads lifted.

1.2.2.2 All lifting devices and equipment shall be labeled to indicate their load capacity.

APPENDIX C

1.2.2.3 All lifting devices and equipment shall be visually inspected for damage or defects each day before being used.

1.2.3 Welders of aircraft or aerospace equipment will be qualified in accordance with AFOSH Standard 91-5.

1.2.4 The storage and use of paint and dope materials in the vicinity of government property shall be in accordance with the applicable parts of National Fire Protection Association (NFPA) 33.

1.2.5 Flammable liquids in the vicinity of government property shall be handled and stored in accordance with the applicable parts of NFPA 30.

1.2.6 Flammable gas cylinders in the vicinity of government property shall be handled and stored in accordance with the applicable parts of NFPA 51.

1.2.7 Adequate portable or fixed fire extinguishing equipment shall be conspicuously located and readily accessible for immediate use in the event of fire.

SECTION 2 BIBLIOGRAPHY OF PUBLICATIONS/DIRECTIVES:

The documents listed herein are applicable to the extent required by other provisions of Section 1. The listed documents of the issue in effect on date of invitation for bid or request for proposal, form a part of the specification to the extent specified herein.

NATIONAL FIRE PROTECTION
ASSOCIATION (NFPA) 30

Flammable and Combustible Liquids Code

NFPA 33

Spray application Using Flammable and Combustible
Materials

NFPA 51

Oxygen-Fuel Gas Systems for Welding, Cutting and Allied
Processes

AFOSH STD 91-5

Welding, Cutting and Brazing

DOD Manual

Storage and Materials Handling

SPECIAL PACKAGING INSTRUCTION			CODE ID	SPI NO. (TPD)
			98747	F01-341-0386
			SHEET 1 OF 13	
PART OR DRAWING NO. SEE TABLE	NATIONAL STOCK NO. SEE TABLE	CURRENT REV B	ILL. C. CHARBONEAU <i>C. Charboneau</i>	
ITEM NOMENCLATURE TIRES, PNEUMATIC		ORIGINAL DATE 99138	CHK. M. STEPHENS <i>M. Stephens</i>	
			ENGR. K.W. OLSON <i>K.W. Olson</i>	
			AUTH. A. BRIMHALL <i>A. Brimhall</i>	

MILITARY PRESERVATION IAW MIL-STD-2073

SERVICEABLE METHOD: 10

UNSERVICEABLE METHOD: 10

QUP 001

ICQ 000

CLEANING & DRYING: IAW MIL-STD-2073

PRESERVATIVE: N/A

MARKING IAW MIL-STD-129

SPECIAL MARKINGS:

A) SPI NO. F01-341-0386

1. MARK THE SPI NUMBER ON THE LABEL SIDE OF THE CONTAINER.

2. MARK ALL REMOVABLE LINERS WITH THE SPI NUMBER.

3. MARK REUSEABLE CONTAINER ON ONE SIDE.

CLOSURE

LEVEL A: IAW PPP-B-621 UNNAILED CLOSURE OR
IAW ASTM-D6251 UNNAILED CLOSURE
IAW ASTM-D6256 AS APPLICABLE

LEVEL B: IAW MIL-HDBK-774 AS APPLICABLE

PACKING AS SPECIFIED BELOW AND BILL OF MATERIALS

LEVEL SPEC STYLE TYPE CL VRTY GR TR

A SEE TABLE I AND II

B MIL-HDBK-774

LEVEL A

LEVEL B

GROSS CU FT

VARIES

VARIES

GROSS WT LBS

VARIES

VARIES

DESIGN FRAGILITY G

110

110

LENGTH

WIDTH

DEPTH

CNTR I.D.

SEE TABLE I & II & INSTRUCTIONS

CNTR O.D.

LEVEL A:

SEE TABLE I & II

LEVEL B:

48

40

55

ITEM DIM

SEE TABLE I

ITEM WT.

SEE TABLE I

REVISIONS

LTR	DESCRIPTION	DATE
A	COMPLETE REVISION & UPDATE	99195
B	ADDED WOOD STATEMENT AND SPECIAL COND. AUTHORIZATION	02193

-17	A/R	SKIDS	4 X 4 (NOM) X A/R	ASTM-D6199 CLASS 2
-16	A/R	TAPE	1 X A/R	ASTM-D5486 TYPE I OR V
-15	A/R	CORNER STRAPS	3/4 X .015 X 12	ASTM-D5330 TYPE II
-14	A/R	WASHERS	1/4	ASME/ANSI B18.22.1
-13	A/R	LAG BOLTS	1/4 X 2 1/2	ASME/ANSI B18.2.1
-12	A/R	THRU CLEATS (LEVEL A ONLY)	1 X 3 (NOM) X A/R	ASTM-D6199 CLASS 2, GRADE 2
-11	A/R	TAPE	3 X A/R	ASTM-D5486 TYPE I OR V
-10	A/R	TAPE	1 X A/R	ASTM-D5330 TYPE II
-9	2	EDGE CLEATS (LEVEL A ONLY)	1 X 3 (NOM) X A/R	ASTM-D6199 CLASS 2
-8	3	CLIPS, STEEL (LEVEL A ONLY)	3/4	ASTM-D3953 TY RD, FIN A
-7	3	BANDS, STEEL (LEVEL A ONLY)	3/4 X A/R	ASTM-D3953 TY RD, FIN A
-6	2	LINERS, ENDS (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200
-5	2	LINERS, SIDES (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200
-4	2	LINERS, TOP & BOTTOM (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200
-3	2	SHRINK WRAP	A/R	A-A-3174 TY IV, CL 3, GR A, FIN 1 OR 2
-2	2	TOP & BOTTOM SHEET	48 X 40 X 1/8	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200
-1	1	PALLET WOOD (LEVEL B ONLY)	48 X 40 X 5	NN-P-71 TY IV OR V

P/N	QTY REQD	NOMENCLATURE DESCRIPTION	SIZE (INCHES UNLESS SPECIFIED)	MATERIAL SPECIFICATION
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SPECIAL PACKAGING INSTRUCTION	CODE ID 98747	SPI NO. (TPD) F01-341-0386
ITEM NOMENCLATURE TIRES, PNEUMATIC		SHEET 2 OF 13

NOTICES

NOTICE 1: IF THE TIRES MUST BE SHIPPED (MOUNTED) ON THE WHEELS, REFER TO TIRE/WHEEL ASSEMBLY (SPECIAL CONDITIONS AUTHORIZATION) PACKAGING INSTRUCTIONS ON ATTACHMENT III OF THIS SPI.

NOTICE 2: NORMAL OPERATIONAL TEAR-DOWN OF MATED TIRE AND WHEEL ASSEMBLIES IS STILL REQUIRED AT CONUS/OCONUS MAIN OPERATING BASES (MOB) THAT ARE TIRE AND WHEEL SHOP CAPABLE IN ACCORDANCE WITH APPLICABLE TECHNICAL ORDER DATA, PRIOR TO SHIPPING TO DEPOT.

NOTICE 3: TIRES AND WHEELS ARE STOCK LISTED INDIVIDUALLY AND ARE TO BE SHIPPED SEPARATELY. IF THE TIRES MUST BE SHIPPED MOUNTED ON THE WHEELS, REFER TO SPECIAL CONDITIONS AUTHORIZATION ATTACHMENT III.

NOTICE 4: ATTACHMENT I IS HANDLING INSTRUCTIONS FOR EVERYONE EXCEPT MANUFACTURERS.

NOTICE 5: ATTACHMENT II IS HANDLING INSTRUCTIONS FOR MANUFACTURERS.

NOTICE 6: ATTACHMENT III IS SPECIAL CONDITIONS AUTHORIZATION.

EUROPEAN UNION (EU) REQUIREMENTS NOTICES

NOTICE 7: LUMBER AND PACKAGING/CONTAINER STATEMENT - "ALL WOODEN LUMBER AND WOOD CONTAINERS PRODUCED ENTIRELY OR IN PART OF NON-MANUFACTURED SOFTWOOD SPECIES SHALL BE CONSTRUCTED FROM HEAT TREATED (HT) MATERIAL (HT TO 56 DEGREES CENTIGRADE OR 133 DEGREES FAHRENHEIT FOR 30 MINUTES). CERTIFICATION IS REQUIRED BY AN ACCREDITED AGENCY RECOGNIZED BY THE AMERICAN LUMBER STANDARDS COMMITTEE (ALSC). CONSTRUCTION AND CERTIFICATION SHALL BE IN ACCORDANCE WITH NON-MANUFACTURED WOOD PACKING POLICY AND NON-MANUFACTURED WOOD PACKING ENFORCEMENT REGULATIONS, BOTH DATED MAY 30, 2001." THESE DOCUMENTS CAN BE FOUND AT WWW.APHIS.USDA.GOV.

NOTICE 8: WOODEN PALLET STATEMENT - "ALL WOODEN PALLETS PRODUCED ENTIRELY OR IN PART OF NON-MANUFACTURED SOFTWOOD SPECIES SHALL BE CONSTRUCTED FROM HEAT TREATED (HT) MATERIAL (HT TO 56 DEGREES CENTIGRADE OR 133 DEGREES FAHRENHEIT FOR 30 MINUTES). CERTIFICATION IS REQUIRED BY AN ACCREDITED AGENCY RECOGNIZED BY THE AMERICAN LUMBER STANDARDS COMMITTEE (ALSC). CONSTRUCTION AND CERTIFICATION SHALL BE IN ACCORDANCE WITH NON-MANUFACTURED WOOD PACKING ENFORCEMENT REGULATIONS, BOTH DATED MAY 30, 2001." THESE DOCUMENTS CAN BE FOUND AT WWW.APHIS.USDA.GOV.

NOTICE 9: HARDWOOD SPECIES STATEMENT - "ALL WOODEN PALLETS PRODUCED ENTIRELY OF NON-MANUFACTURED HARDWOOD SPECIES SHALL BE IDENTIFIED BY A PERMANENT MARKING OF "NC" (NON-CONIFEROUS), 1.25 INCHES OR GREATER IN HEIGHT, ACCOMPANIED BY THE CAGE CODE OF THE CONTRACTED MANUFACTURER AND THE MONTH AND YEAR OF THE CONTRACT. ON PALLETS, THE MARKING SHALL BE APPLIED TO THE STRINGER OR BLOCK ON OPPOSITE SIDES AND ENDS OF THE PALLET AND BE CONTRASTING AND CLEARLY VISIBLE."

NOTES

1. READ ALL SPI INSTRUCTIONS THOROUGHLY PRIOR TO DETERMINING HOW TIRES ARE TO BE SHIPPED.
2. TIRES, WEIGHT AND SIZES ARE SHOWN IN TABLE I AND II. PACKAGING FOR LEVEL A IS SHOWN IN TABLE I AND II.
3. PACKAGING FOR LEVEL B IS SHOWN IN FIGURE 1. WEIGHTS AND SIZES VARY DEPENDING ON QUANTITY OF TIRES SHRINK WRAPPED. LEVEL B MAXIMUM PACKAGING DIMENSION IS 48 X 40 X 55.
4. ITEMS PACKED IN PREVIOUS SPI'S DO NOT REQUIRE REPACKAGING UNLESS THEY DO NOT PROTECT THE TIRES.
5. THIS SPI DOES NOT LIST EVERY NSN THAT MAY APPLY. AS TIRES ARE IDENTIFIED THAT ARE BETWEEN 36 INCH & LARGER DIAMETERS THIS SPI MAY BE USED. CONTACT THE PRIME ALC OF ANY NEW NSN AND THEY WILL BE ADDED WHEN REVISIONS ARE MADE.
6. LEVEL A PACKAGING, ASTM-D6256 CONTAINERS ARE ACCEPTABLE FOR USE BUT ALL CONTAINER SPECIFICATIONS AND HANDLING INSTRUCTIONS MUST BE FOLLOWED. SIZES & WEIGHTS ARE NOT GIVEN.

SPECIAL PACKAGING INSTRUCTION

CODE ID
98747SPI NO. (TPD)
F01-341-0386ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 3 OF 13

TABLE I
FOR QUP OF 1

PACKING	LEVEL	SPEC	STYLE	TYPE	CLASS	VARIETY	GRADE
	A	PPP-B-621 (MOD)	D	2		A	

NSN	TIRE SIZE	WT	P/N	CAGE	CONTAINER I.D. LEVEL A	CONTAINER O.D.	GRADE CU. FT. LEVEL	GR. WT. LEVEL A
2620-00-084-6037	45 1/4 X 45 1/4 X 16	771 1/4	MILT5041	81349	45 1/2 X 45 1/2 X 16 1/4	47 1/2 X 47 1/2 X 21 3/4	28.40	898
2620-00-137-0262	37 3/8 X 37 3/8 X 11 1/2	372 1/2	MILT5041	81349	37 3/8 X 37 3/8 X 11 3/4	39 3/8 X 39 3/8 X 17 1/4	15.50	463
2620-00-142-5161	56 X 56 X 20 3/8	1350	MILT5041	81349	56 1/4 X 56 1/4 X 20 3/8	58 1/4 X 58 1/4 X 26	51.05	1496
2620-00-174-1748	45 X 45 X 17 1/2	488	MILT5041	81349	45 1/4 X 45 1/4 X 17 3/4	47 1/4 X 47 1/4 X 23 1/4	30.04	616
2620-00-174-1754	45 1/4 X 45 1/4 X 16	562	362-M1	0A1K8	45 1/2 X 45 1/2 X 16 1/4	47 1/2 X 47 1/2 X 21 3/4	28.40	689
2620-00-200-1848	37 3/8 X 37 3/8 X 11 1/2	372 1/2	MILT5041	81349	37 3/8 X 37 3/8 X 11 3/4	39 3/8 X 39 3/8 X 17 1/4	15.50	463
2620-00-255-8723	45 1/4 X 45 1/4 X 16	772 1/2	69D27290	98747	45 1/2 X 45 1/2 X 16 1/4	47 1/2 X 47 1/2 X 21 3/4	28.40	900
2620-00-277-4814	45 X 45 X 15 3/4	400	MILT5041	81349	45 1/4 X 45 1/4 X 16	47 1/4 X 47 1/4 X 21 1/2	27.80	524
2620-00-406-2777	47 X 47 X 18	805	E15217-1	83187	47 1/4 X 47 1/4 X 18 1/4	49 1/4 X 49 1/4 X 23 3/4	33.34	942
2620-00-575-8886	56 X 56 X 16 1/4	1640	MILT5041	81349	56 1/4 X 56 1/4 X 16 1/2	58 1/4 X 58 1/4 X 22	43.20	1808
2620-00-575-8893	48 3/4 X 48 3/4 X 17 1/4	632	MILT5041	81349	49 X 49 X 17 1/2	51 X 51 X 23	34.62	773
2620-00-702-2972	48 3/4 X 48 3/4 X 17 1/4	980	MILT5041	81349	49 X 49 X 17 1/2	51 X 51 X 23	34.62	1121
2620-00-834-6673	38 1/2 X 38 1/2 X 12 3/4	380	12-50-16	25472	38 3/4 X 38 3/4 X 13	40 3/4 X 40 3/4 X 18 1/2	17.78	476
2620-00-993-1278	38 1/4 X 38 1/4 X 13	410	MILT5041	81349	38 1/2 X 38 1/2 X 13 1/4	40 1/2 X 40 1/2 X 18 3/4	17.80	506
2620-01-038-5800	38 1/4 X 38 1/4 X 13	400	39 X 13-14PR	04NP4	38 1/2 X 38 1/2 X 13 1/4	40 1/2 X 40 1/2 X 18 3/4	17.80	496
2620-01-091-8257	43 1/4 X 43 1/4 X 16	840	61F4307	25472	43 1/2 X 43 1/2 X 16 1/4	45 1/2 X 45 1/2 X 21 3/4	26.06	958
2620-01-207-5302	46 X 46 X 16	950	008-887	04381	46 1/4 X 46 1/4 X 16 1/4	48 1/4 X 48 1/4 X 21 3/4	29.30	1078
2620-01-235-2028	36 X 36 X 11	430	M03801	12195	36 1/4 X 36 1/4 X 11 1/4	38 1/4 X 38 1/4 X 16 3/4	14.18	515
2620-01-341-0386	43 X 43 X 16	795	DAA322P508-101	81205	43 1/4 X 43 1/4 X 16 1/4	45 1/4 X 45 1/4 X 21 3/4	25.77	913
2620-01-409-1814	40 X 40 X 16	800	008-846	68030	40 1/4 X 40 1/4 X 16 1/4	42 1/4 X 42 1/4 X 23 3/4	22.47	907
2620-01-409-1815	50 X 50 X 21	1455	008-877	0A1K8	50 1/4 X 50 1/4 X 21 1/4	52 1/4 X 52 1/4 X 26 3/4	42.26	1610

SPECIAL PACKAGING INSTRUCTION

CODE ID
98747SPI NO. (TPO)
F01-341-0386ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 4 OF 13

TABLE II
CONSOLIDATION OF 5 EA. PER CONTAINER

SKIDS WHEN REQUIRED BY SPECIFICATION - 4 X 4 (NDM) X AS REQUIRED ASTM-D6199 CLASS 2

PACKING	LEVEL	SPEC	STYLE	TYPE	CLASS	VARIETY	GRADE	TRETTMENT
A	ASTM-D6251 (MOD)	A	III	2				
A	ASTM-D6256	A	II	2				A

NSN	TIRE SIZE	WT	CONTAINER I.D. PACKAGING LEVEL A	CONTAINER O.D. PACKAGING LEVEL A	GRADE CU. FT.	EST. GROSS PACKING WT
2620-00-084-6037	45 1/4 X 45 1/4 X 16	154 1/4	45 1/2 X 45 1/2 X 16 1/4	48 1/2 X 47 X 17 3/4	23.42	289
2620-00-137-0262	37 1/2 X 37 1/2 X 11 1/2	74 1/2	37 3/8 X 37 3/8 X 11 3/4	40 3/8 X 39 X 13 1/4	12.08	167
2620-00-142-5161	56 X 56 X 20 1/2	270	56 1/4 X 56 1/4 X 20 3/8	59 1/4 X 57 3/4 X 22	43.56	453
2620-00-174-1748	45 X 45 X 17 1/2	97 5/8	45 1/4 X 45 1/4 X 17 3/4	48 1/4 X 46 3/4 X 19 1/4	25.13	235
2620-00-174-1754	45 1/4 X 45 1/4 X 16	112 3/8	45 1/2 X 45 1/2 X 16 1/4	48 1/2 X 47 X 17 3/4	23.42	246
2620-00-200-1848	37 1/2 X 37 1/2 X 11 1/2	74 1/2	37 3/8 X 37 3/8 X 11 3/4	40 3/8 X 39 X 13 1/4	12.08	167
2620-00-255-8723	45 1/4 X 45 1/4 X 16	154 1/2	45 1/2 X 45 1/2 X 16 1/4	48 1/2 X 47 X 17 3/4	23.42	288
2620-00-277-4814	45 X 45 X 15 3/4	80	45 1/4 X 45 1/4 X 16	48 1/4 X 46 3/4 X 17 1/2	22.84	213
2620-00-406-2777	47 X 47 X 18	161	47 1/4 X 47 1/4 X 18 1/4	50 1/4 X 48 3/4 X 19 1/4	28	308
2620-00-575-8886	56 X 56 X 16 1/4	328	56 1/4 X 56 1/4 X 16 1/2	59 1/4 X 57 3/4 X 18	35.64	511
2620-00-575-8893	48 3/4 X 48 3/4 X 17 1/4	158	49 X 49 X 17 1/2	52 X 50 1/2 X 19	28.87	311
2620-00-702-2972	48 3/4 X 48 3/4 X 17 1/4	196	49 X 49 X 17 1/2	52 X 50 1/2 X 19	28.87	349
2620-00-834-6673	38 1/2 X 38 1/2 X 12 3/4	76	38 3/4 X 38 3/4 X 13	41 3/4 X 40 1/4 X 14 1/2	14.10	176
2620-00-993-1278	38 1/4 X 38 1/4 X 13	82	38 1/2 X 38 1/2 X 13 1/4	41 1/2 X 40 X 14 3/4	14.17	181
2620-01-038-5800	38 1/4 X 38 1/4 X 13	80	38 1/2 X 38 1/2 X 13 1/4	41 1/2 X 40 X 14 3/4	14.17	179
2620-01-091-8257	43 1/4 X 43 1/4 X 16	168	43 1/2 X 43 1/2 X 16 1/4	46 1/2 X 45 X 17 3/4	21.49	294
2620-01-207-5302	46 X 46 X 16	190	46 1/4 X 46 1/4 X 16 1/4	49 1/4 X 47 3/4 X 17 3/4	24.16	328
2620-01-235-2028	36 X 36 X 11	86	36 1/4 X 36 1/4 X 11 1/4	39 1/4 X 37 3/4 X 12 3/4	10.93	163
2620-01-341-0386	43 X 43 X 16	159	43 1/4 X 43 1/4 X 16 1/4	46 1/4 X 44 3/4 X 17 3/4	21.26	284
2620-01-409-1814	40 X 40 X 16	160	40 1/4 X 40 1/4 X 16 1/4	43 1/4 X 41 3/4 X 17 3/4	18.55	273
2620-01-409-1815	50 X 50 X 21	291	50 1/4 X 50 1/4 X 21 1/4	53 1/4 X 51 3/4 X 22 3/4	36.28	461

SPECIAL PACKAGING INSTRUCTION

CODE ID
98747

SPI NO. (TPO)
F01-341-0386

ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 5 OF 13

ATTACHMENT I

PACKING AND HANDLING INSTRUCTIONS FOR AIRCRAFT TIRES FOR EVERYONE EXCEPT THE MANUFACTURER

AIRCRAFT TIRES ARE EASILY DAMAGED AND THEY REQUIRE SPECIAL MARKING AND HANDLING. THESE INSTRUCTIONS APPLY TO ALL AIRCRAFT TIRES. THEY INCLUDE NEW, RECAPPED, AS WELL AS RECAPPABLE TIRES. DOD ACTIVITY, OR PERSONS RESPONSIBLE FOR THE SHIPMENT, HANDLING, OR STORAGE OF THESE TIRES WILL COMPLY WITH THESE INSTRUCTIONS. IF ANY DEVIATION IS REQUIRED FROM THESE INSTRUCTIONS A WAIVER MUST BE OBTAIN FROM THE RESPONSIBLE PACKAGING OFFICE. THESE INSTRUCTIONS CAN BE OBTAINED FROM THE RESPONSIBLE PACKAGING OFFICE AND WILL BE ASSIGNED IN THE FORM OF A WAIVER AND WILL HAVE A NUMBER THAT WILL BE MARKED ON THE SHIPMENT.

1. WHEN POSSIBLE TIRES WILL BE PACKED, SHIPPED OR STORED IN A VERTICAL POSITION (ON THE TREAD). TIRES MAY BE SHIPPED HORIZONTAL (ON SIDEWALLS) WITH THESE PROVISIONS. WHEN TIRES ARE SHIPPED HORIZONTALLY, BY A METHOD CALLED STOVE-PIPING THE TOTAL STACKING HEIGHT MUST BE LIMITED TO 84 INCHES, OR SEVEN FEET TO INSURE THEY ARE NOT CRUSHED FROM THE STACKING WEIGHT. THIS MAXIMUM STACKING HEIGHT IS A LIMIT AND IS TO BE USED AS SUCH. TIRES 40 INCHES DIAMETER AND LARGER MAY BE DAMAGED IF SHIPPED HORIZONTAL. THE SHIPPER MUST INSURE TIRES ARE NOT SHIPPED HORIZONTAL IF THEY WILL BE DAMAGED. TIRES THAT ARE TOO HEAVY TO STACK TO 84 INCHES MUST NOT BE STACKED ANY HIGHER, THIS WILL INSURE THEY ARE NOT CRUSHED. IT IS THE SHIPPERS RESPONSIBILITY TO INSURE TIRES ARE NOT CRUSHED FROM THE STACKING WEIGHT. THE SHIPPER IS RESPONSIBLE TO INSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES SIDEWALLS, E.G. NAILS, WOOD-SLIVERS ETC. AIRCRAFT TIRES MAY BE SHRINK WRAPPED TO A PALLET WITH THE FOLLOWING REQUIREMENTS. STACKING HEIGHT IS LIMITED TO 55 INCHES. THIS HEIGHT OF 55 INCHES INCLUDES THE PALLET USED. TIRE SIZE IS LIMITED TO PALLET SIZE. NO TIRES OVER 40 INCHES MAY BE WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS MANDATORY. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRES. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PVC FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF TIRE STACKS. THIS MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. PRIOR TO USE OF ANY PALLET IT MUST BE INSPECTED FOR ANY LOOSE NAILS OR WOOD THAT COULD CAUSE DAMAGE TO TIRES. UPON ARRIVAL AT THEIR DESTINATION, ALL AIRCRAFT TIRES MUST BE IMMEDIATELY UNWRAPPED AND STORED VERTICALLY (ON THEIR TREADS). THEREFORE, SHIPPING THESE TIRES ON THEIR SIDES IS ONLY A TEMPORARY ALLOWANCE. IF THE TIRES ARE TO BE RESHIPED WITHIN A SHORT PERIOD OF TIME, THEY MAY BE LEFT PALLETIZED. HOWEVER, THE SHIPPER, CARRIER AND RECEIVERS OF ALL TIRES ARE RESPONSIBLE TO INSURE THE TIRES ARE LEFT ON THEIR SIDES FOR THE SHORTEST TIME POSSIBLE. ANY DAMAGE WILL BE CHARGED TO THOSE IN POSSESSION OF THE TIRES AT THE TIME OF THE DAMAGE.

2. NOTHING THAT WILL LEAVE ADHESIVES ON THE TIRES MAY BE USED TO ATTACH LABELS OR MARKINGS. GLUES ARE ALMOST IMPOSSIBLE TO REMOVE FROM TIRES AND ARE UNDER NO CIRCUMSTANCE TO BE USED.

3. TIRES ARE EASILY DAMAGED BY ANYTHING SHARP OR PROTRUDING OBJECTS. PRIOR TO PUTTING TIRES IN ANY CONTAINER, TRUCK, TRAILER, OR RAIL CAR AND ON PALLETS ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES. THIS INCLUDES, NAILS, WOOD SLIVERS, STAPLES ETC. WHEN SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES THEY MUST BE LINED TO PROTECT THE TIRES. DO NOT USE KNIVES, RAZORS OR ANYTHING SHARP TO PACK OR UNPACK TIRES. DO NOT SHIP TIRES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRE. PALLETS DESIGNED WITH STEEL POLES THAT SUPPORT THE WEIGHT OF THE PALLET ABOVE MAY BE STACKED. OTHERWISE, PALLETS MAY NOT BE STACKED. FORK EXTENSIONS WILL BE USED WHEN MOVING LARGE PALLETS OF TIRES.

SPECIAL PACKAGING INSTRUCTION	CODE ID 98747	SPI NO. (TPQ) F01-341-0386
ITEM NOMENCLATURE TIRES, PNEUMATIC		SHEET 6 OF 13

ATTACHMENT I - CONTINUED

4. THE TIRE BEAD IS ANOTHER AREA THAT IS EASILY DAMAGED. TIRES SHOULD NEVER BE LIFTED WITH THE FORKS OF A FORKLIFT UNLESS THAT FORKLIFT HAS SPECIAL FORKS DESIGNED TO LIFT TIRES. THE BEAD OF THE TIRE IS AN AREA WHERE THEY ARE SEALED AGAINST THE WHEEL. ANY FOREIGN MATERIAL SUCH AS GLUE, DIRT, OR GREASE CAN CAUSE THE TIRE NOT TO SEAL. ANY SCRATCHES OR DAMAGE TO THIS BEAD DESTROYS THE TIRE FOR USE. ALL HANDLING WILL INSURE THE BEAD AREA IS PROTECTED AT ALL TIMES.

5. ALL SHIPPING CONTAINERS MADE OF WOOD ARE TO BE LINED WITH ASTM-D4727, CORRUGATED FIBERBOARD (C.F.), DOMESTIC (DOM), SINGLE WALL (SW), GRADE (GR), 175 OR EQUAL. THE INSIDE DIMENSIONS OF SHIPPING CONTAINERS SHALL BE LIMITED TO ONE INCH LARGER THAN THE OVERALL LENGTH, WIDTH AND DEPTH OF THE COMBINED GROUP OF TIRES BEING SHIPPED. LENGTH SHALL NOT EXCEED 84 INCHES O.D. IF POSSIBLE AND HEIGHT SHALL NOT EXCEED 45 INCHES O.D. SKIDS SHOULD BE USED IF THE GROSS WEIGHT EXCEEDS 200 LBS, OR 100 LBS IF BOTH LENGTH AND WIDTH DIMENSIONS EXCEED 48 INCHES AND 24 INCHES RESPECTIVELY. LEVEL A SHIPPING CONTAINERS ARE NOT TO EXCEED 2500 LBS GROSS WEIGHT. CONTENTS ARE NOT TO EXCEED 1000 LBS.

6. MARKING OF TIRES CAN ONLY BE ACCOMPLISHED THROUGH THE USE OF ADHESIVE BACKED LABELS OR ENVELOPES THAT ARE APPLIED TO THE TREAD. ONE COPY OF THE APPLICABLE SPI SHOULD BE ATTACHED TO THE TIRE IN AN ADHESIVE BACKED ENVELOPE. IF DESIRED THE SPI MAY ACCOMPANY THE DOCUMENTATION. FOR SHIPMENTS OF MORE THAN ONE TIRE OF THE SAME SIZE, ONE SPI WILL BE ADEQUATE AND THIS SPI MUST ACCOMPANY THE PAPER WORK.

7. WHEN TIRES ARE UNIT PACKED IN QUANTITIES OF MORE THAN ONE, THEY SHALL BE SEPARATED BY CRAFT PAPER, UU-P-268, TYPE I, GRADE OPTIONAL OR PLASTIC FILM CONFORMING TO A-A-3174, TYPE I, CL 1, GR A, FIN 1 OR ANY MATERIAL THAT WILL SEPARATE THESE TIRES AND PREVENT DAMAGE.

8. WHEN LOADING OR STACKING TIRES WITH VARYING DIMENSION, SIZES 40 INCHES AND LARGER SHALL CONSTITUTE THE FIRST TIER. SUBSEQUENT LAYERS SHALL BE POSITIONED ACCORDING TO DIMENSIONS. WITH THE LARGEST ONES ON THE BOTTOM AND THE NEXT LARGEST SIZE ON TOP OF THEM IN ORDER. TOTAL HEIGHT OF TIERS SHALL NOT EXCEED SEVEN FEET. TIRES WILL NOT BE USED FOR CHALKING, SIDES AND DOORS OF RAIL CARS AND TRAILERS WILL BE LINED WITH FIBERBOARD CONFORMING TO ASTM-D4727 CF, DOM, SW, GR, 175 OR EQUAL. SLIP SHEETS WILL BE INSERTED BETWEEN TIERS AT LEAST TWICE IN THE LOAD FOR STABILIZATION AND TO HELP PREVENT SHIFTING.

9. **CAUTION:** WHEN WOOD CONTAINERS ARE USED DO NOT NAIL LIDS ON, THEY MUST BE UNNAILED CLOSURES.

10. WHEN SHIPPING ON AN OPEN TRAILER, CONTAINERS WILL BE COVERED WITH A TARP.

11. UNLESS OTHERWISE SPECIFIED, DIMENSIONS WILL BE IN INCHES, TOLERANCES: FRACTIONS: + OR $\frac{1}{2}$ DECIMALS: + OR - .125

12. TIRES WILL BE PALLETIZED IN ACCORDANCE WITH MIL-HDBK-774.

13. ADHESIVE BACKED LABELS WILL BE USED ON THE SIDEWALL TO SHOW THE TIRES MUST BE STORED AND SHIPPED UPRIGHT AND THAT THEY ARE PRESSURE SENSITIVE. THESE LABELS ARE TO BE 4 INCHES BY 6 INCHES WITH $\frac{1}{2}$ INCH LETTERING FOR TIRES LARGER THAN 36 INCHES. FOR TIRES SMALLER THAN 36 INCHES THE LABELS WILL BE 3 INCHES BY 5 INCHES WITH $\frac{1}{4}$ INCH LETTERING.

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ATTACHMENT II

PACKING AND HANDLING INSTRUCTIONS FOR AIRCRAFT TIRES FROM THE MANUFACTURER TO THE BUYER

AIRCRAFT TIRES ARE EASILY DAMAGED AND THEY REQUIRE SPECIAL MARKING AND HANDLING. THESE INSTRUCTIONS APPLY TO ALL AIRCRAFT TIRES. THEY INCLUDE NEW, RECAPPED, AS WELL AS RECAPPABLE TIRES. ANY MANUFACTURER RESPONSIBLE FOR THE SHIPMENT, HANDLING, OR STORAGE OF THESE TIRES WILL COMPLY WITH THESE INSTRUCTIONS. IF ANY DEVIATION IS REQUIRED FROM THESE INSTRUCTIONS A WAIVER MUST BE OBTAINED FROM THE RESPONSIBLE PACKAGING OFFICE.

1. TIRES NORMALLY WILL BE PACKED, SHIPPED OR STORED IN A VERTICAL POSITION (ON THE TREAD). TIRES MAY BE SHIPPED HORIZONTALLY (ON SIDEWALLS) WITH THESE PROVISIONS. WHEN TIRES ARE SHIPPED HORIZONTALLY, IN A METHOD CALL STOVE-PIPING THE TOTAL STACKING HEIGHT MUST BE LIMITED TO 84 INCHES, OR SEVEN FEET TO INSURE THEY ARE NOT CRUSHED FROM THE STACKING WEIGHT. THIS MAXIMUM STACKING HEIGHT IS A LIMIT AND IS TO BE USED AS SUCH. TIRES 40 INCHES DIAMETER AND LARGER MAY BE DAMAGED IF SHIPPED HORIZONTAL. THE SHIPPER MUST INSURE TIRES ARE NOT SHIPPED HORIZONTAL IF THEY WILL BE DAMAGED. TIRES THAT ARE TOO HEAVY TO STACK TO 84 INCHES MUST NOT BE STACKED ANY HIGHER THAN WILL INSURE THEY ARE NOT CRUSHED. IT IS THE SHIPPERS RESPONSIBILITY TO INSURE TIRES ARE NOT CRUSHED FROM THE STACKING WEIGHT. THE SHIPPER IS RESPONSIBLE TO INSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES SIDEWALLS, E.G. NAILS, WOOD-SLIVERS ETC. AIRCRAFT TIRES MAY BE SHRINK WRAPPED TO A PALLET WHICH WILL HAVE A COMBINED TOTAL OF 55 INCHES, TIRE HEIGHT PLUS PALLET HEIGHT. TIRE SIZE IS LIMITED TO PALLET SIZE. NO TIRES OVER 40 INCHES MAY BE SHRINK WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. PVC FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF TIRE STACKS. SHRINK WRAP MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS MANDATORY WHEN TIRES ARE SHRINK WRAPPED. USE OF A TOP SHEET OF FIBERBOARD IS MANDATORY WHEN TIRES ARE SHRINK WRAPPED. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRES. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PRIOR TO USE OF ANY PALLET IT MUST BE INSPECTED FOR ANY LOOSE NAILS OR WOOD THAT COULD CAUSE DAMAGE TO TIRES. UPON ARRIVAL AT THEIR DESTINATION, ALL AIRCRAFT TIRES MUST BE IMMEDIATELY UNWRAPPED AND STORED VERTICALLY (ON THEIR TREADS), UNLESS THEY ARE TO BE SHIPPED WITH IN A SHORT PERIOD OF TIME . SHIPPING THESE TIRES ON THEIR SIDES IS ONLY A TEMPORARY ALLOWANCE. THE SHIPPER, CARRIER AND RECEIVER OF ALL TIRES ARE RESPONSIBLE TO INSURE THE TIRES ARE LEFT ON THEIR SIDE FOR THE SHORTEST TIME POSSIBLE. ANY DAMAGE WILL BE CHARGED TO THOSE IN POSSESSION OF THE TIRES AT THE TIME OF THE DAMAGE.

2. NOTHING THAT WILL LEAVE ADHESIVES ON THE TIRES MAY BE USED TO ATTACH LABELS OR MARKINGS. GLUES ARE ALMOST IMPOSSIBLE TO REMOVE FROM TIRES AND ARE UNDER NO CIRCUMSTANCES TO BE USED.

3. TIRES ARE EASILY DAMAGED BY ANYTHING SHARP OR PROTRUDING OBJECTS. PRIOR TO PUTTING TIRES IN ANY CONTAINER, TRUCK, TRAILER, OR RAIL CAR AND ON PALLETS ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES. THIS INCLUDES, NAILS, WOOD SLIVERS, STAPLES ETC. WHEN THE SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES THEY MUST BE LINED WITH A SUITABLE LINER TO PROTECT THE TIRES. DO NOT USE KNIVES, RAZORS OR ANY THING SHARP TO PACK OR UNPACK TIRES. DO NOT SHIP TIRES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRE. PALLETS DESIGNED WITH STEEL POLES THAT SUPPORT THE WEIGHT OF THE PALLET ABOVE MAY BE STACKED. OTHERWISE, PALLETS MAY NOT BE STACKED. FORK EXTENSIONS WILL BE USED WHEN MOVING LARGER PALLETS OF TIRES.

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ATTACHMENT II - CONTINUED

4. THE TIRE BEAD IS ANOTHER AREA THAT IS EASILY DAMAGED. TIRE SHOULD NEVER BE LIFTED WITH THE FORKS OF A FORKLIFT UNLESS THAT FORKLIFT HAS SPECIAL FORKS DESIGNED TO LIFT TIRES. THE BEAD OF THE TIRE IS AN AREA WHERE THEY ARE SEALED AGAINST THE WHEEL. ANY FOREIGN MATERIAL SUCH AS GLUE, DIRT OR GREASE CAN CAUSE THE TIRE NOT TO SEAL. ANY SCRATCHES OR DAMAGE TO THIS BEAD DESTROYS THE TIRE FOR USE. ALL HANDLING WILL INSURE THE BEAD AREA IS PROTECTED AT ALL TIMES.

5. MARKING OF TIRES CAN ONLY BE ACCOMPLISHED THROUGH THE USE OF ADHESIVE BACKED LABELS OR ADHESIVE BACKED ENVELOPES THAT ARE APPLIED TO THE TREAD. ONE COPY OF THE APPLICABLE SPI SHOULD BE ATTACHED TO THE TIRE IN AN ADHESIVE BACKED ENVELOPE, OR A COPY OF THESE INSTRUCTIONS. IN LIEU OF ATTACHING THE SPI OR HANDLING INSTRUCTIONS TO THE TIRE A COPY SENT WITH THE PAPER WORK WILL BE ADEQUATE. FOR MULTIPLE TIRE SHIPMENTS OF THE SAME TIRE ONE COPY OF THE SPI OR HANDLING INSTRUCTIONS WILL BE CONSIDERED ADEQUATE.

6. WHEN LOADING OR STACKING TIRES WITH VARYING DIMENSIONS, SIZES 40 INCHES AND LARGER SHALL CONSTITUTE THE FIRST TIER. SUBSEQUENT LAYERS SHALL BE POSITIONED ACCORDING TO DIMENSIONS. WITH THE LARGEST ONES ON THE BOTTOM AND THE NEXT LARGEST SIZE ON TOP OF THEM IN ORDER. TOTAL HEIGHT OF TIERS SHALL NOT EXCEED SEVEN FEET OR 84 INCHES. TIRES WILL NOT BE USED FOR CHALKING, SIDES AND DOORS OF RAIL CARS. SLIP SHEETS WILL BE USED BETWEEN TIERS AT LEAST TWICE IN THE LOAD FOR STABILIZATION AND TO HELP PREVENT SHIFTING.

7. **CAUTION:** WHEN WOOD CONTAINERS ARE USED DO NOT NAIL LIDS ON, THEY MUST BE UNNAILED CLOSURES.

8. WHEN SHIPPING ON AN OPEN TRAILER, CONTAINERS WILL BE COVERED WITH A TARP.

9. UNLESS OTHER WISE SPECIFIED, DIMENSIONS WILL BE IN INCHES, TOLERANCES:
FRACTIONS: + OR - $\frac{1}{8}$ DECIMALS: + OR - .125

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ATTACHMENT III**SPECIAL CONDITIONS AUTHORIZATION**

FIRST, THE SHIPPER AND PACKER MUST COMPLY WITH THE INSTRUCTIONS GIVEN IN ATTACHMENT I, PACKING AND HANDLING INSTRUCTIONS FOR AIRCRAFT TIRES, EXCEPT WHERE THIS SPECIAL CONDITIONS AUTHORIZATION GIVES DIFFERENT GUIDANCE. FOR EXAMPLE, YOU MAY NOT SHIP MORE THAN ONE TIRE AND WHEEL ASSEMBLY HORIZONTALLY OR YOU MAY NOT STACK TIRE AND WHEEL ASSEMBLIES.

UNDER NORMAL CONDITIONS AIRCRAFT TIRES AND WHEELS SHOULD NEVER BE SHIPPED TOGETHER. HOWEVER, THERE ARE SPECIAL CONDITIONS IN THE FIELD WHEN SHIPPING TIRES AND WHEELS AS AN ASSEMBLY IS NECESSARY TO ACCOMPLISH MISSION REQUIREMENTS. THIS AUTHORIZATION IS TO ACCOMMODATE THOSE MISSION ESSENTIAL NEEDS. WHEN WHEELS AND TIRES ARE ASSEMBLED IT IS RECOMMENDED THE TOTAL RATED PRESSURE BE REDUCED BY 15-20% (LEAVING 80-85%) OF THE MAXIMUM RATED PRESSURE. THIS REDUCTION IN TOTAL PRESSURE IS RECOMMENDED AND NOT MANDATORY. NEVER INFLATE TIRES OVER THE MAXIMUM RATED PRESSURE. WHEN SHIPPING TIRE AND WHEEL ASSEMBLIES THEY MUST BE SECURED AT ALL TIMES AND THE HAZARD OF BEING UNDER PRESSURE MUST BE IDENTIFIED. PROTECTIVE PROCEDURES TO BE USED WHEN SHIPPING AIRCRAFT TIRE AND WHEELS AS ASSEMBLIES ARE AS FOLLOWS:

1. SHIPPERS AND CARRIERS ARE RESPONSIBLE TO ENSURE TIRE AND WHEEL ASSEMBLIES ARE PROPERLY PREPARED AND PROTECTED FOR SHIPMENT. WHENEVER POSSIBLE, TIRE AND WHEEL ASSEMBLIES WILL BE PACKED, SHIPPED AND/OR STORED IN A VERTICAL POSITION (ON THE TREAD). WHEN SHIPPING TIRE AND WHEEL ASSEMBLIES VERTICALLY (ON THE TREAD) PLACE FIBERBOARD SEPARATORS BETWEEN EACH ASSEMBLY. THIS IS TO ELIMINATE ANY CHAFING AND DAMAGE THAT MAY BE CAUSED BY METAL TO METAL CONTACT OF THE WHEELS. IF THE WHEELS HAVE HEAT SHIELDS THAT EXTEND PAST THE EDGE OF THE WHEELS FIBERBOARD RELIEF PADS MUST BE USED TO INSURE THE HEAT SHIELDS ARE NOT CRUSHED. THE CONTAINER DESIGNED FOR TIRES ARE TO BE USED WITH THESE CHANGES: IF THE WHEELS ASSEMBLED WITH THE TIRES ARE TOO WIDE FOR THE CONTAINER, REDUCE THE QUANTITY BY ONE AND FILL THE VOID WITH A SUITABLE FILLER. THIS FILLER CAN BE A FALSE END THAT IS ADEQUATELY SUPPORTED. WHEEL AND TIRE ASSEMBLIES SHOULD NOT BE SHIPPED HORIZONTALLY, IF AT ALL POSSIBLE. IF YOU HAVE NO OTHER OPTION BUT TO SHIP THEM HORIZONTALLY THEY WILL NOT BE STACKED. YOU MUST SHIP ONLY ONE ASSEMBLY TO A CONTAINER. TIRE AND WHEEL ASSEMBLIES MAY BE SHIPPED HORIZONTALLY (ON SIDEWALLS) WITH THESE PROVISIONS: TIRE AND WHEEL ASSEMBLIES THAT ARE SHIPPED HORIZONTALLY MAY BE EASILY DAMAGED. THIS DAMAGE MAY RESULT WHEN SIDEWALLS CONTACT ANY SHIPPING SURFACE THAT MAY GOUGE, CUT OR PUNCTURE THE TIRE OR DENT THE WHEEL. THE TIRE CAN NOT PROTRUDE PAST THE SHIPPING SURFACE SUCH AS A PALLET. WHEN TIRE AND WHEEL ASSEMBLIES ARE SHIPPED HORIZONTALLY THE SHIPPER MUST ENSURE THE PROTECTION OF ALL PARTS OF THE TIRE AND WHEEL. THIS MAY REQUIRE RELIEF FOR HEAT SHIELDS TO PREVENT CRUSHING. AS THE HEAT SHIELD EXTENDS PAST THE EDGE OF THE WHEEL, THEN THAT HEAT SHIELD NEEDS TO BE PROTECTED AT ALL TIMES. IN ADDITION, WHEN TIRE AND WHEEL ASSEMBLIES ARE SHIPPED HORIZONTALLY, THE TIRE SIDEWALLS MUST BE PROTECTED FROM DAMAGE BY THE USE OF A PROTECTIVE SHEET OF FIBERBOARD BETWEEN THE TIRE AND WHEEL ASSEMBLY AND THE CONTAINER TO ELIMINATE ANY DAMAGE. SHIPPERS MUST ENSURE TIRE AND WHEEL ASSEMBLIES ARE NOT SHIPPED HORIZONTALLY IF THEY WILL BE DAMAGED IN ANY WAY.

2. NO TIRES OVER 40 INCHES MAY BE SHRINK-WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. WHEN POSSIBLE, FABRICATE CUSTOM PALLETS LARGE ENOUGH TO ACCOMMODATE THE SIZE OF THE WHEEL AND TIRE ASSEMBLIES. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS RECOMMENDED. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRE. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PVC (STRETCH WRAP) FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF THE TIRE. THIS MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. IT IS RECOMMENDED THAT UPON ARRIVAL AT THEIR DESTINATION, A/C TIRE AND WHEEL ASSEMBLIES BE UNWRAPPED IMMEDIATELY AND STORED VERTICALLY (ON THEIR TREADS). IF THE TIRE AND WHEEL ASSEMBLIES ARE TO BE RESHIPED WITHIN A SHORT PERIOD OF TIME THEY MAY BE LEFT PALLETIZED.

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ATTACHMENT III - CONTINUED

3. SHIPPERS MUST ENSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES AND WHEELS. ANY SHARP OR PROTRUDING OBJECTS CAN EASILY DAMAGE TIRES (E.G., NAILS, WOOD SLIVERS, ETC.). PRIOR TO PUTTING MATED TIRE AND WHEEL ASSEMBLIES IN ANY CONTAINER, TRUCK, TRAILER, RAIL CAR, ETC., AND ON PALLETS, ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES AND WHEELS. WHEN SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES AND WHEELS THEY MUST BE LINED TO PROTECT THE TIRES AND WHEELS. DO NOT SHIP TIRE AND WHEEL ASSEMBLIES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRES AND WHEELS.

4. WHEN TIRE AND WHEEL ASSEMBLIES ARE UNIT PACKED IN QUANTITIES OF MORE THAN ONE, THEY SHALL BE SEPARATED BY A FIBERBOARD DIVIDER THAT WILL SEPARATE METAL TO METAL COMPONENTS WITHOUT DAMAGE TO THE TIRES AND WHEELS. ALSO, THE QUANTITIES OF EACH PACK MAY VARY DEPENDENT UPON SIZE OF THE ASSEMBLIES AND MAY NOT MATCH THE DRAWINGS ON THIS SPI.

5. THIS POLICY HAS BEEN CREATED TO ENSURE ALL FORWARD READINESS SPARES PACKAGES (RSP) SUPPORTED LOCATIONS AND FORWARD SUPPLY LOCATIONS (EN-ROUTE), THAT ROUTINELY RECEIVE AND SHIP MISSION ESSENTIAL FORWARD ASSEMBLIES, ARE BEING EXPEDITIOUSLY MOVED TO SUPPORT ALL AIR COMMAND TASKED MISSIONS. ANY QUESTION OR CONCERNS REGARDING THIS POLICY SHOULD BE ADDRESSED TO THE PROPER MANAGING AIR LOGISTICS COMMAND (ALC).

6. **IMPORTANT:** REMEMBER TO REFER TO NOTICE 2 ON PAGE 2 OF THIS SPECIAL PACKAGING INSTRUCTION.

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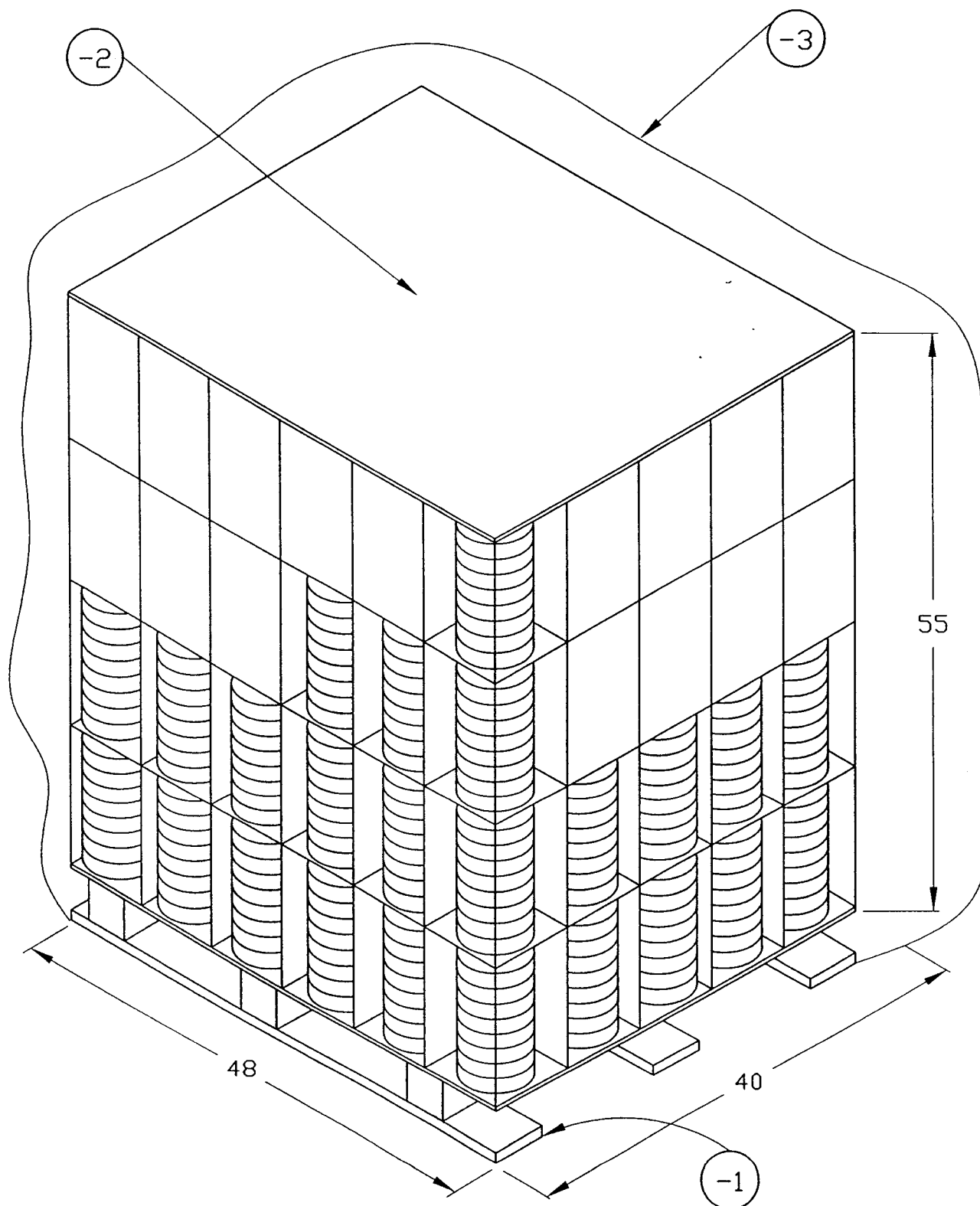


FIGURE 1 - LEVEL B

MAX TOTAL PALLET DIMENSION SHRINK WRAPPED 48 X 40 X 55

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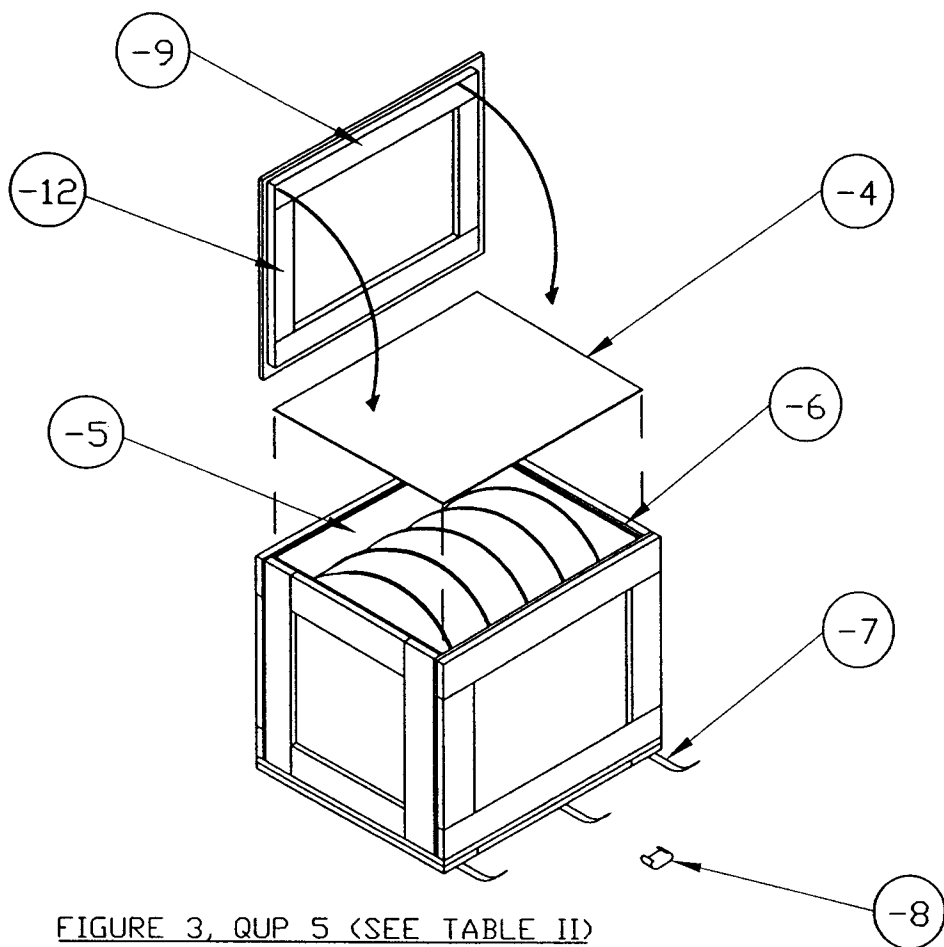


FIGURE 3, QUP 5 (SEE TABLE II)

LEVEL A: ASTM-D6251 (MOD) TY D/S, STY A,
CLASS I, GR A, UNNAILED CLOSURE.
CLOSE BY BANDING (DO NOT NAIL)
CONTAINERS ARE LINED WITH SW
FIBERBOARD.

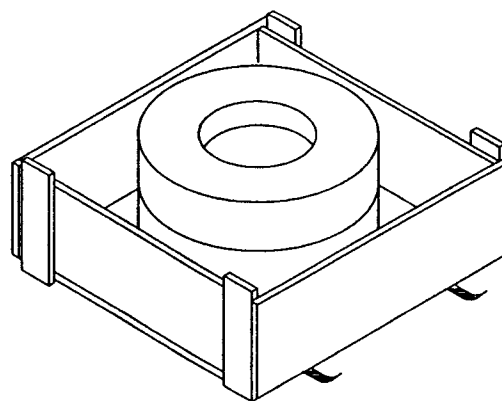


FIGURE 2, QUP 1 (SEE TABLE I)

LEVEL A: PPP-B-621 CL 2, STY 4, GR A
CLOSE BY BANDING (DO NOT NAIL)
CONTAINERS ARE LINED WITH SW
FIBERBOARD.

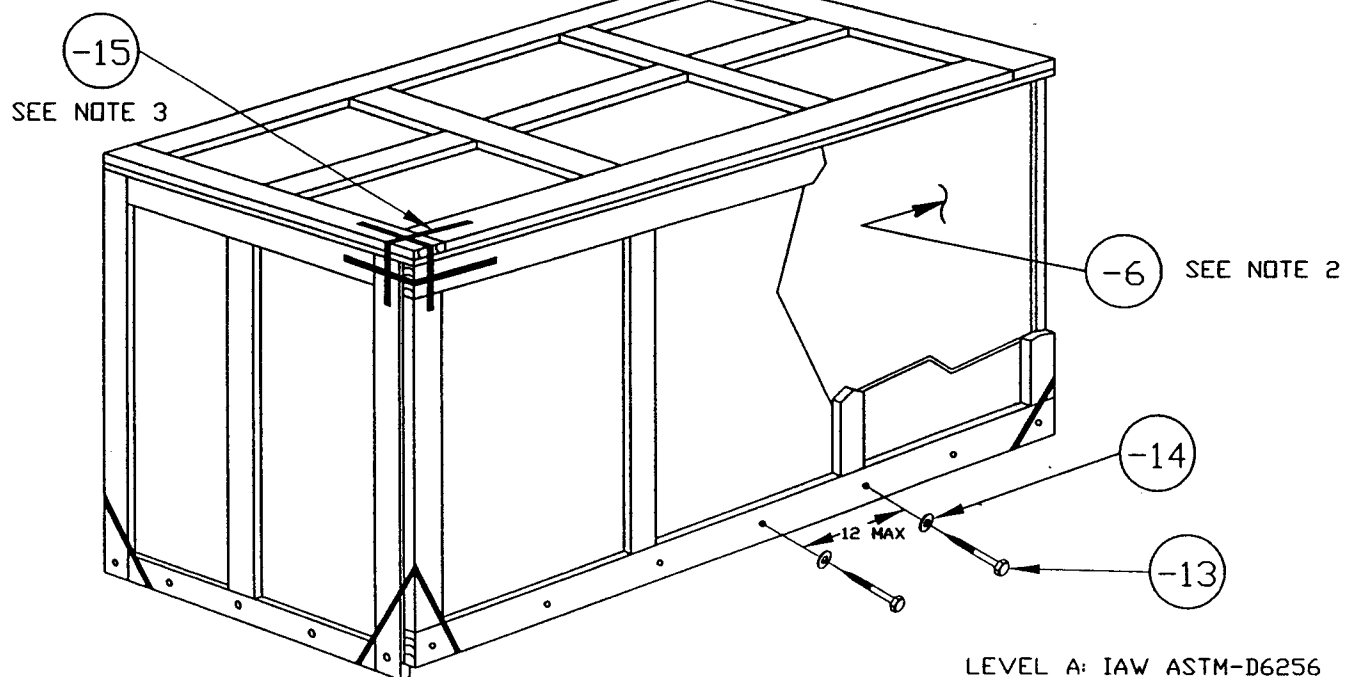
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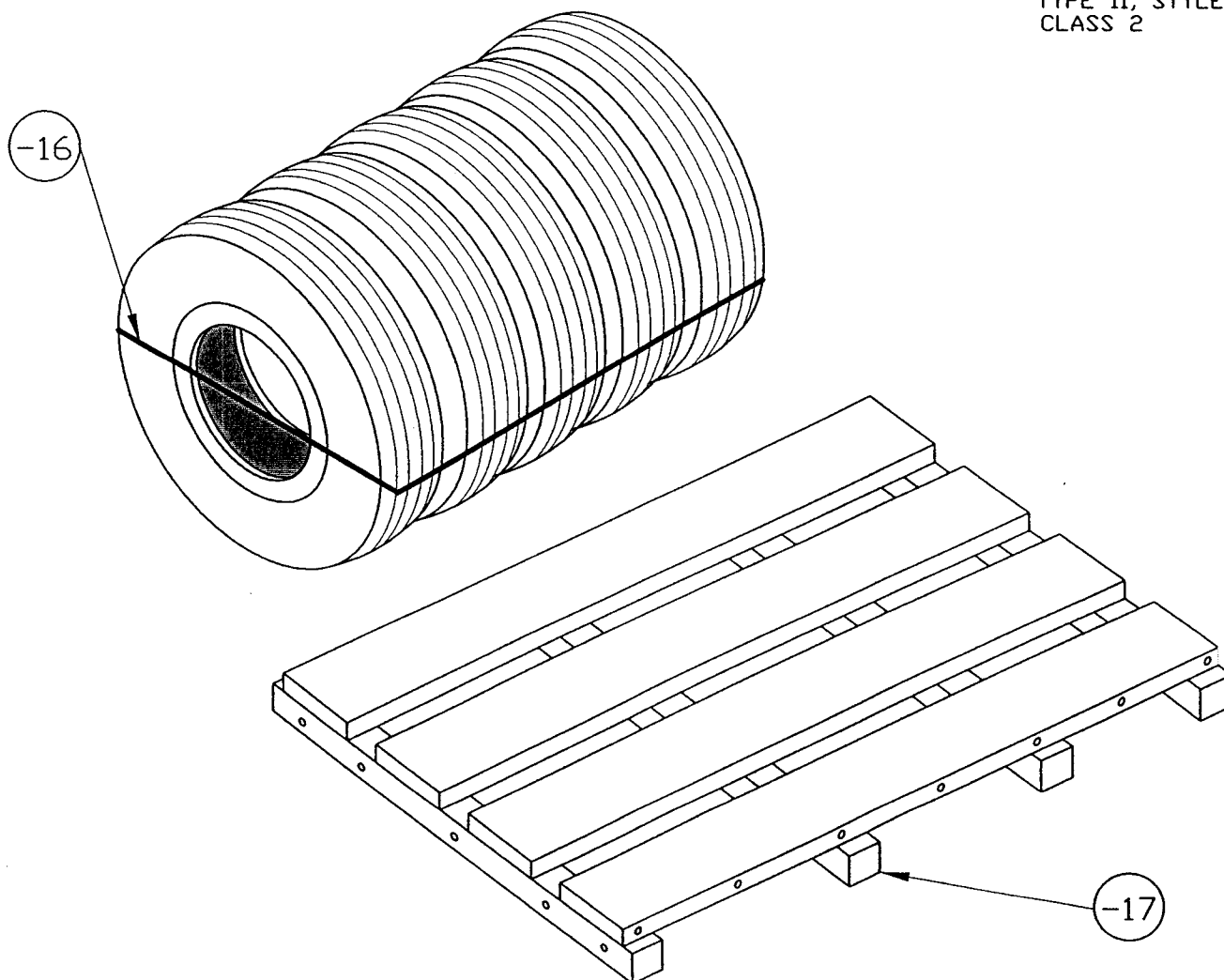
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LEVEL A: IAW ASTM-D6256
TYPE II, STYLE A,
CLASS 2



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<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>MILITARY PRESERVATION IAW MIL-STD-2073</p> <p>SERVICEABLE METHOD: 10</p> <p>UNSERVICEABLE METHOD: 10</p> <p>QUP 001</p> <p>ICQ 000</p> <p>CLEANING & DRYING: IAW MIL-STD-2073</p> <p>PRESERVATIVE: N/A</p> <p>MARKING IAW MIL-STD-129</p> <p>SPECIAL MARKINGS:</p> <p>A) SPI NO. F01-357-4362</p> <p>1. MARK THE SPI NUMBER ON THE LABEL SIDE OF THE CONTAINER.</p> <p>2. MARK ALL REMOVABLE LINERS WITH THE SPI NUMBER.</p> <p>3. MARK REUSEABLE CONTAINER ON ONE SIDE.</p> <p>CLOSURE</p> <p>LEVEL A: IAW PPP-B-621 UNNAILED CLOSURE OR IAW ASTM-D6251 UNNAILED CLOSURE IAW ASTM-D6256 AS APPLICABLE</p> <p>LEVEL B: IAW MIL-HDBK-774 AS APPLICABLE</p> </div> <div style="width: 48%;"> <p>PACKING AS SPECIFIED BELOW AND BILL OF MATERIALS</p> <p>LEVEL SPEC STYLE TYPE CL VRTY GR TR</p> <p>A SEE TABLE I AND II</p> <p>B MIL-HDBK-774</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">LEVEL A</td> <td style="text-align: center;">LEVEL B</td> </tr> <tr> <td>GROSS CU FT</td> <td style="text-align: center;">VARIES</td> <td style="text-align: center;">VARIES</td> </tr> <tr> <td>GROSS WT LBS</td> <td style="text-align: center;">VARIES</td> <td style="text-align: center;">VARIES</td> </tr> <tr> <td>DESIGN FRAGILITY G</td> <td style="text-align: center;">110</td> <td style="text-align: center;">110</td> </tr> <tr> <td></td> <td style="text-align: center;">LENGTH</td> <td style="text-align: center;">WIDTH DEPTH</td> </tr> <tr> <td>CNTR I.D.</td> <td colspan="2" style="text-align: center;">SEE TABLE I & II & INSTRUCTIONS</td> </tr> <tr> <td>CNTR O.D.</td> <td colspan="2"></td> </tr> <tr> <td>LEVEL A:</td> <td colspan="2" style="text-align: center;">SEE TABLE I & II</td> </tr> <tr> <td>LEVEL B:</td> <td style="text-align: center;">48</td> <td style="text-align: center;">40 55</td> </tr> <tr> <td>ITEM DIM</td> <td colspan="2" style="text-align: center;">SEE TABLE I</td> </tr> <tr> <td>ITEM WT.</td> <td colspan="2" style="text-align: center;">SEE TABLE I</td> </tr> </table> </div> </div>							LEVEL A	LEVEL B	GROSS CU FT	VARIES	VARIES	GROSS WT LBS	VARIES	VARIES	DESIGN FRAGILITY G	110	110		LENGTH	WIDTH DEPTH	CNTR I.D.	SEE TABLE I & II & INSTRUCTIONS		CNTR O.D.			LEVEL A:	SEE TABLE I & II		LEVEL B:	48	40 55	ITEM DIM	SEE TABLE I		ITEM WT.	SEE TABLE I																																																										
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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">P/N</th> <th style="width: 10%;">QTY REQD</th> <th style="width: 30%;">NOMENCLATURE DESCRIPTION</th> <th style="width: 20%;">SIZE (INCHES UNLESS SPECIFIED)</th> <th style="width: 35%;">MATERIAL SPECIFICATION</th> </tr> </thead> <tbody> <tr><td>-17</td><td>A/R</td><td>SKIDS</td><td>4 X 4 (NOM) X A/R</td><td>ASTM-D6199 CLASS 2</td></tr> <tr><td>-16</td><td>A/R</td><td>TAPE</td><td>1 X A/R</td><td>ASTM-D5486 TYPE I OR V</td></tr> <tr><td>-15</td><td>A/R</td><td>CORNER STRAPS</td><td>3/4 X .015 X 12</td><td>ASTM-D5330 TYPE II</td></tr> <tr><td>-14</td><td>2</td><td>WASHERS</td><td>1/4</td><td>ASME/ANSI B18.22.1</td></tr> <tr><td>-13</td><td>3</td><td>LAG BOLTS</td><td>1/4 X 2 1/2</td><td>ASME/ANSI B18.2.1</td></tr> <tr><td>-12</td><td>A/R</td><td>THRU CLEATS (LEVEL A ONLY)</td><td>1 X 3 (NOM) X A/R</td><td>ASTM-D6199 CLASS 2, GRADE 2</td></tr> <tr><td>-11</td><td>A/R</td><td>TAPE</td><td>3 X A/R</td><td>ASTM-D5486 TYPE I OR V</td></tr> <tr><td>-10</td><td>A/R</td><td>TAPE</td><td>1 X A/R</td><td>ASTM-D5330 TYPE II</td></tr> <tr><td>-9</td><td>2</td><td>EDGE CLEATS (LEVEL A ONLY)</td><td>1 X 3 (NOM) X A/R</td><td>ASTM-D6199 CLASS 2</td></tr> <tr><td>-8</td><td>3</td><td>CLIPS, STEEL (LEVEL A ONLY)</td><td>3/4</td><td>ASTM-D3953 TY RD, FIN A</td></tr> <tr><td>-7</td><td>3</td><td>BANDS, STEEL (LEVEL A ONLY)</td><td>3/4 X A/R</td><td>ASTM-D3953 TY RD, FIN A</td></tr> <tr><td>-6</td><td>2</td><td>LINERS, ENDS (LEVEL A ONLY)</td><td>A/R</td><td>ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200</td></tr> <tr><td>-5</td><td>2</td><td>LINERS, SIDES (LEVEL A ONLY)</td><td>A/R</td><td>ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200</td></tr> <tr><td>-4</td><td>2</td><td>LINERS, TOP & BOTTOM (LEVEL A ONLY)</td><td>A/R</td><td>ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200</td></tr> <tr><td>-3</td><td>2</td><td>SHRINK WRAP</td><td>A/R</td><td>A-A-3174 TY IV, CL 3, GR A, FIN 1 OR 2</td></tr> <tr><td> </td><td>2</td><td>TOP & BOTTOM SHEET</td><td>48 X 40 X 1/8</td><td>ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200</td></tr> <tr><td>-1</td><td>1</td><td>PALLET WOOD (LEVEL B ONLY)</td><td>48 X 40 X 5</td><td>NN-P-71 TY IV OR V</td></tr> </tbody> </table>						P/N	QTY REQD	NOMENCLATURE DESCRIPTION	SIZE (INCHES UNLESS SPECIFIED)	MATERIAL SPECIFICATION	-17	A/R	SKIDS	4 X 4 (NOM) X A/R	ASTM-D6199 CLASS 2	-16	A/R	TAPE	1 X A/R	ASTM-D5486 TYPE I OR V	-15	A/R	CORNER STRAPS	3/4 X .015 X 12	ASTM-D5330 TYPE II	-14	2	WASHERS	1/4	ASME/ANSI B18.22.1	-13	3	LAG BOLTS	1/4 X 2 1/2	ASME/ANSI B18.2.1	-12	A/R	THRU CLEATS (LEVEL A ONLY)	1 X 3 (NOM) X A/R	ASTM-D6199 CLASS 2, GRADE 2	-11	A/R	TAPE	3 X A/R	ASTM-D5486 TYPE I OR V	-10	A/R	TAPE	1 X A/R	ASTM-D5330 TYPE II	-9	2	EDGE CLEATS (LEVEL A ONLY)	1 X 3 (NOM) X A/R	ASTM-D6199 CLASS 2	-8	3	CLIPS, STEEL (LEVEL A ONLY)	3/4	ASTM-D3953 TY RD, FIN A	-7	3	BANDS, STEEL (LEVEL A ONLY)	3/4 X A/R	ASTM-D3953 TY RD, FIN A	-6	2	LINERS, ENDS (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200	-5	2	LINERS, SIDES (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200	-4	2	LINERS, TOP & BOTTOM (LEVEL A ONLY)	A/R	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200	-3	2	SHRINK WRAP	A/R	A-A-3174 TY IV, CL 3, GR A, FIN 1 OR 2		2	TOP & BOTTOM SHEET	48 X 40 X 1/8	ASTM-D4727 TY CF, CL DOM, VAR SW, GR 200	-1	1	PALLET WOOD (LEVEL B ONLY)	48 X 40 X 5	NN-P-71 TY IV OR V
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SPI NO. F01-357-4362

SPECIAL PACKAGING INSTRUCTION

CODE ID
98747SPI NO. (TPD)
F01-357-4362ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 2 OF 13

NOTICES

NOTICE 1: IF THE TIRES MUST BE SHIPPED (MOUNTED) ON THE WHEELS, REFER TO TIRE/WHEEL ASSEMBLY (SPECIAL CONDITIONS AUTHORIZATION) PACKAGING INSTRUCTIONS ON ATTACHMENT III OF THIS SPI.

NOTICE 2: NORMAL OPERATIONAL TEAR-DOWN OF MATED TIRE AND WHEEL ASSEMBLIES IS STILL REQUIRED AT CONUS/OCONUS MAIN OPERATING BASES (MOB) THAT ARE TIRE AND WHEEL SHOP CAPABLE IN ACCORDANCE WITH APPLICABLE TECHNICAL ORDER DATA, PRIOR TO SHIPPING TO DEPOT.

NOTICE 3: TIRES AND WHEELS ARE STOCK LISTED INDIVIDUALLY AND ARE TO BE SHIPPED SEPARATELY. IF THE TIRES MUST BE SHIPPED MOUNTED ON THE WHEELS, REFER TO SPECIAL CONDITIONS AUTHORIZATION ATTACHMENT III.

NOTICE 4: ATTACHMENT I IS HANDLING INSTRUCTIONS FOR EVERYONE EXCEPT MANUFACTURERS.

NOTICE 5: ATTACHMENT II IS HANDLING INSTRUCTIONS FOR MANUFACTURERS.

NOTICE 6: ATTACHMENT III IS SPECIAL CONDITIONS AUTHORIZATION.

EUROPEAN UNION (EU) REQUIREMENTS NOTICES

NOTICE 7: LUMBER AND PACKAGING/CONTAINER STATEMENT - "ALL WOODEN LUMBER AND WOOD CONTAINERS PRODUCED ENTIRELY OR IN PART OF NON-MANUFACTURED SOFTWOOD SPECIES SHALL BE CONSTRUCTED FROM HEAT TREATED (HT) MATERIAL (HT TO 56 DEGREES CENTIGRADE OR 133 DEGREES FAHRENHEIT FOR 30 MINUTES). CERTIFICATION IS REQUIRED BY AN ACCREDITED AGENCY RECOGNIZED BY THE AMERICAN LUMBER STANDARDS COMMITTEE (ALSC). CONSTRUCTION AND CERTIFICATION SHALL BE IN ACCORDANCE WITH NON-MANUFACTURED WOOD PACKING POLICY AND NON-MANUFACTURED WOOD PACKING ENFORCEMENT REGULATIONS, BOTH DATED MAY 30, 2001." THESE DOCUMENTS CAN BE FOUND AT WWW.APHIS.USDA.GOV.

NOTICE 8: WOODEN PALLET STATEMENT - "ALL WOODEN PALLETS PRODUCED ENTIRELY OR IN PART OF NON-MANUFACTURED SOFTWOOD SPECIES SHALL BE CONSTRUCTED FROM HEAT TREATED (HT) MATERIAL (HT TO 56 DEGREES CENTIGRADE OR 133 DEGREES FAHRENHEIT FOR 30 MINUTES). CERTIFICATION IS REQUIRED BY AN ACCREDITED AGENCY RECOGNIZED BY THE AMERICAN LUMBER STANDARDS COMMITTEE (ALSC). CONSTRUCTION AND CERTIFICATION SHALL BE IN ACCORDANCE WITH NON-MANUFACTURED WOOD PACKING POLICY AND NON-MANUFACTURED WOOD PACKING ENFORCEMENT REGULATIONS, BOTH DATED MAY 30, 2001." THESE DOCUMENTS CAN BE FOUND AT WWW.APHIS.USDA.GOV.

NOTICE 9: HARDWOOD SPECIES STATEMENT - "ALL WOODEN PALLETS PRODUCED ENTIRELY OF NON-MANUFACTURED HARDWOOD SPECIES SHALL BE IDENTIFIED BY A PERMANENT MARKING OF "NC" (NON-CONIFEROUS), 1.25 INCHES OR GREATER IN HEIGHT, ACCOMPANIED BY THE CAGE CODE OF THE CONTRACTED MANUFACTURER AND THE MONTH AND YEAR OF THE CONTRACT. ON PALLETS, THE MARKING SHALL BE APPLIED TO THE STRINGER OR BLOCK ON OPPOSITE SIDES AND ENDS OF THE PALLET AND BE CONTRASTING AND CLEARLY VISIBLE."

NOTES

1. READ ALL SPI INSTRUCTIONS THOROUGHLY PRIOR TO DETERMINING HOW TIRES ARE TO BE SHIPPED.
2. TIRES, WEIGHT AND SIZES ARE SHOWN IN TABLE I AND II. PACKAGING FOR LEVEL A IS SHOWN IN TABLE I AND II.
3. PACKAGING FOR LEVEL B IS SHOWN IN FIGURE 1. WEIGHTS AND SIZES VARY DEPENDING ON QUANTITY OF TIRES SHRINK WRAPPED. LEVEL B MAXIMUM PACKAGING DIMENSION IS 48 X 40 X 55.
4. ITEMS PACKED IN PREVIOUS SPI'S DO NOT REQUIRE REPACKING UNLESS THEY DO NOT PROTECT THE TIRES.
5. THIS SPI DOES NOT LIST EVERY NSN THAT MAY APPLY. AS TIRES ARE IDENTIFIED THAT ARE BETWEEN 27 TO 35 INCH DIAMETERS THIS SPI MAY BE USED. CONTACT THE PRIME ALC OF ANY NEW NSN AND THEY WILL BE ADDED WHEN REVISIONS ARE MADE.

SPECIAL PACKAGING INSTRUCTION

CODE ID
98747SPI NO. (TPD)
F01-357-4362ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 3 OF 13

TABLE I
FOR QUP OF 1

PACKING	LEVEL	SPEC	STYLE	TYPE	CLASS	VARIETY	GRADE
	A	PPP-B-621 (MOD)	D	2			A

NSN	TIRE SIZE	WT	P/N	CAGE	CONTAINER I.D. LEVEL A	CONTAINER O.D.	GRADE CU. FT. LEVEL	GR. WT. LEVEL A
2620-00-141-8812	27 3/4 X 7 7/8 X 27 3/4	28	MILT5041	81349	28 X 28 X 8	31 X 29 1/2 X 9 1/2	5.03	114
2620-00-277-4818	33 3/8 X 9 3/8 X 33 3/8	58 1/2	MILT5041	81349	33 3/8 X 33 3/8 X 9 3/8	36 3/8 X 35 3/8 X 11 1/8	6.00	118
2620-00-458-3548	27 7/8 X 9 3/8 X 27 7/8	53 3/4	MILT5041	81349	28 1/2 X 28 7/8 X 9 3/8	31 1/2 X 29 3/8 X 10 7/8	5.80	98
2620-00-640-3986	33 3/8 X 9 3/4 X 33 3/8	58 1/2	950-16, VALVE TRIZGATY	2A617	33 3/8 X 33 3/8 X 10	36 3/8 X 35 3/8 X 11 1/8	8.30	117
2620-00-752-8651	32 1/4 X 11 1/4 X 32 1/4	41 7/8	11.00X12 8PR	2A617	32 1/2 X 32 1/2 X 11 1/2	35 1/2 X 34 X 13	9.10	82
2620-00-809-1344	35 3/8 X 11 1/2 X 35 3/8	89 3/8	MILT5041	81349	35 3/8 X 35 3/8 X 11 3/4	38 3/8 X 36 7/8 X 13 1/4	10.90	123
2620-00-900-1191	31 X 8 7/8 X 31	49	MILT5041	81349	31 1/4 X 31 1/4 X 9 1/8	34 1/4 X 32 3/4 X 10 5/8	6.90	75
2620-01-019-0759	29 X 11 X 29	36	MILT5041	81349	29 1/4 X 29 1/4 X 11 1/4	32 1/4 X 30 3/4 X 12 3/4	7.32	87
2620-00-055-4600	34 1/2 X 9 3/4 X 34 1/2	76 3/8	21 C 17	25472	34 3/4 X 34 3/4 X 10	37 3/4 X 36 1/4 X 11 1/2	8.91	140
2620-01-129-7607	35 3/8 X 11 1/2 X 35 3/8	89 3/8	36X11-22PR	04NP4	35 3/8 X 35 3/8 X 11 3/4	38 3/8 X 36 7/8 X 13 1/4	10.86	123
2620-01-148-6221	34 1/2 X 9 3/4 X 34 1/2	76 3/8	34.5X9.75/26	24617	34 3/4 X 34 3/4 X 10	37 3/4 X 36 3/4 X 11 1/2	9.11	140
2620-01-154-5405	34 X 9 1/4 X 34	68 3/8	34X9.25-16/PR	0A1K8	34 1/4 X 34 1/4 X 9 1/2	37 1/4 X 35 3/4 X 11	8.48	98
2620-01-159-3244	31 X 11 1/2 X 31	72 3/8	MS21781	25472	31 1/4 X 31 1/4 X 11 3/4	34 1/4 X 32 3/4 X 13 1/4	8.60	101
2620-01-208-2894	35 X 11 1/2 X 35	66 7/8	008-842	03481	35 1/4 X 35 1/4 X 11 3/4	38 1/4 X 36 3/4 X 13 1/4	10.78	135
2620-01-272-9576	29 3/4 X 11 1/2 X 29 3/4	71 7/8	30X11.5-14.5/24P	04NP4	30 X 30 X 11 3/4	33 X 31 1/2 X 13 1/4	7.97	126
2620-01-277-2690	27 3/4 X 8 3/4 X 27 3/4	50 1/2	005-668	03481	28 X 28 X 9	31 X 29 1/2 X 10 1/2	5.56	95
2620-01-299-1924	35 3/8 X 10 3/8 X 35 3/8	85 1/4	36X11.0-18/30PR	04NP4	36 3/8 X 36 3/8 X 10 5/8	39 3/8 X 37 3/8 X 12 3/8	10.29	119
2620-01-357-4362	34 X 14 X 34	87 7/8	34X14.0-12/24PR	2A617	34 1/4 X 34 1/4 X 14 1/4	37 1/4 X 35 3/4 X 15 3/4	12.14	158
2620-01-316-7075	28 3/4 X 19 1/4 X 28 3/4	51.1	27.75X8.75R14.5/24	0A1K8	29 X 29 X 19 1/2	32 X 30 1/2 X 21	11.86	116

SPECIAL PACKAGING INSTRUCTION

CODE ID
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F01-357-4362ITEM NOMENCLATURE
TIRES, PNEUMATIC

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TABLE II
CONSOLIDATION OF 5 EA. PER CONTAINER

SKIDS WHEN REQUIRED BY SPECIFICATION - 4 X 4 (NDM) X AS REQUIRED ASTM-D6199 CLASS 2

PACKING	LEVEL	SPEC	STYLE	TYPE	CLASS	VARIETY	GRADE
A	ASTM-D6251 (MDD)	A	III	2			
A	ASTM-D6256	A	II	2			

NSN	TIRE SIZE	WT	CONTAINER I.D. PACKAGING LEVEL A	CONTAINER O.D. PACKAGING LEVEL A	GRADE CU. FT.	EST. GROSS PACKING WT
2620-00-141-8812	27 3/4 X 7 7/8 X 27 3/4	140	38 1/4 X 28 X 28	40 1/4 X 30 X 33 1/2	23.23	238
2620-00-277-4818	33 3/8 X 9 3/8 X 33 3/8	292	47 1/4 X 33 3/8 X 33 3/8	49 1/4 X 35 3/8 X 38 3/8	39.17	423
2620-00-458-3548	27 7/8 X 9 3/8 X 27 7/8	267	45 3/4 X 28 3/8 X 28 3/8	47 3/4 X 30 3/8 X 33 3/8	27.95	374
2620-00-752-8651	32 1/4 X 11 1/4 X 32 1/4	210	56 1/2 X 32 1/2 X 32 1/2	58 1/2 X 34 1/2 X 38	44.38	353
2620-00-809-1344	35 3/8 X 11 1/2 X 35 3/8	450	57 3/4 X 35 3/8 X 35 3/8	59 3/4 X 37 3/8 X 40 7/8	52.83	607
2620-00-900-1191	31 X 8 7/8 X 31	245	44 5/8 X 31 1/4 X 31 1/4	46 5/8 X 33 1/4 X 36 3/4	32.95	365
2620-01-019-0759	29 X 11 X 29	180	55 1/4 X 29 1/4 X 29 1/4	57 1/4 X 33 1/4 X 35	36.24	307
2620-00-055-4600	34 1/2 X 9 3/4 X 34 1/2	382	49 X 34 3/4 X 34 3/4	51 X 36 3/4 X 40 1/4	43.66	524
2620-01-129-7607	35 3/8 X 11 1/2 X 35 3/8	448	57 1/2 X 35 3/8 X 35 3/8	59 1/2 X 37 3/8 X 40 7/8	52.61	607
2620-01-148-6221	34 1/2 X 9 3/4 X 34 1/2	232	49 X 34 3/4 X 34 3/4	51 X 36 3/4 X 40 1/4	43.66	524
2620-01-154-5405	34 X 9 1/4 X 34	342	46 1/2 X 34 1/4 X 34 1/4	48 1/2 X 36 1/4 X 39 1/4	39.93	477
2620-01-159-3244	31 X 11 1/2 X 31	362	57 3/4 X 31 1/4 X 31 1/4	59 3/4 X 33 1/4 X 36 1/4	41.68	500
2620-01-208-2894	35 X 11 1/2 X 35	335	57 3/4 X 35 1/4 X 35 1/4	59 3/4 X 37 1/4 X 40 3/4	52.49	493
2620-01-272-9576	29 3/4 X 11 1/2 X 29 3/4	360	57 3/4 X 30 X 30	59 3/4 X 32 X 35 1/2	39.28	493
2620-01-277-2690	27 3/4 X 8 3/4 X 27 3/4	253	44 X 28 X 28	46 X 30 X 33 1/2	26.75	358
2620-01-299-1924	35 3/8 X 10 3/8 X 35 3/8	427	52 1/4 X 36 1/8 X 36 1/8	54 1/4 X 38 3/8 X 41 1/8	49.76	580
2620-01-357-4362	34 X 14 X 34	440	70 1/4 X 34 1/4 X 34 1/4	72 1/4 X 36 1/4 X 39 3/4	60.25	613
2620-01-316-7075	28 3/4 X 19 1/4 X 28 3/4	256	29 X 29 X 19 1/2	31 X 31 X 21 1/2	11.96	101

SPECIAL PACKAGING INSTRUCTIONCODE ID
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F01-357-4362ITEM NOMENCLATURE
TIRES, PNEUMATIC

SHEET 5 OF 13

ATTACHMENT I**PACKING AND HANDLING INSTRUCTIONS
FOR AIRCRAFT TIRES
FOR EVERYONE EXCEPT THE MANUFACTURER**

AIRCRAFT TIRES ARE EASILY DAMAGED AND THEY REQUIRE SPECIAL MARKING AND HANDLING. THESE INSTRUCTIONS APPLY TO ALL AIRCRAFT TIRES. THEY INCLUDE NEW, RECAPPED, AS WELL AS RECAPABLE TIRES. DOD ACTIVITY, OR PERSONS RESPONSIBLE FOR THE SHIPMENT, HANDLING, OR STORAGE OF THESE TIRES WILL COMPLY WITH THESE INSTRUCTIONS. IF ANY DEVIATION IS REQUIRED FROM THESE INSTRUCTIONS A WAIVER MUST BE OBTAIN FROM THE RESPONSIBLE PACKAGING OFFICE. THESE INSTRUCTIONS CAN BE OBTAINED FROM THE RESPONSIBLE PACKAGING OFFICE AND WILL BE ASSIGNED IN THE FORM OF A WAIVER AND WILL HAVE A NUMBER THAT WILL BE MARKED ON THE SHIPMENT.

1. WHEN POSSIBLE TIRES WILL BE PACKED, SHIPPED OR STORED IN A VERTICAL POSITION (ON THE TREAD). TIRES MAY BE SHIPPED HORIZONTAL (ON SIDEWALLS) WITH THESE PROVISIONS. WHEN TIRES ARE SHIPPED HORIZONTALLY, BY A METHOD CALLED STOVE-PIPING THE TOTAL STACKING HEIGHT MUST BE LIMITED TO 84 INCHES, OR SEVEN FEET TO INSURE THEY ARE NOT CRUSHED FROM THE STACKING WEIGHT. THIS MAXIMUM STACKING HEIGHT IS A LIMIT AND IS TO BE USED AS SUCH. TIRES 40 INCHES DIAMETER AND LARGER MAY BE DAMAGED IF SHIPPED HORIZONTAL. THE SHIPPER MUST INSURE TIRES ARE NOT SHIPPED HORIZONTAL IF THEY WILL BE DAMAGED. TIRES THAT ARE TOO HEAVY TO STACK TO 84 INCHES MUST NOT BE STACKED ANY HIGHER, THIS WILL INSURE THEY ARE NOT CRUSHED. IT IS THE SHIPPERS RESPONSIBILITY TO INSURE TIRES ARE NOT CRUSHED FROM THE STACKING WEIGHT. THE SHIPPER IS RESPONSIBLE TO INSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES SIDEWALLS, E.G. NAILS, WOOD-SLIVERS ETC. AIRCRAFT TIRES MAY BE SHRINK WRAPPED TO A PALLET WITH THE FOLLOWING REQUIREMENTS. STACKING HEIGHT IS LIMITED TO 55 INCHES. THIS HEIGHT OF 55 INCHES INCLUDES THE PALLET USED. TIRE SIZE IS LIMITED TO PALLET SIZE. NO TIRES OVER 40 INCHES MAY BE WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS MANDATORY. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRES. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PVC FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF TIRE STACKS. THIS MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. PRIOR TO USE OF ANY PALLET IT MUST BE INSPECTED FOR ANY LOOSE NAILS OR WOOD THAT COULD CAUSE DAMAGE TO TIRES. UPON ARRIVAL AT THEIR DESTINATION, ALL AIRCRAFT TIRES MUST BE IMMEDIATELY UNWRAPPED AND STORED VERTICALLY (ON THEIR TREADS). THEREFORE, SHIPPING THESE TIRES ON THEIR SIDES IS ONLY A TEMPORARY ALLOWANCE. IF THE TIRES ARE TO BE RESHIPED WITHIN A SHORT PERIOD OF TIME, THEY MAY BE LEFT PALLETIZED. HOWEVER, THE SHIPPER, CARRIER AND RECEIVERS OF ALL TIRES ARE RESPONSIBLE TO INSURE THE TIRES ARE LEFT ON THEIR SIDES FOR THE SHORTEST TIME POSSIBLE. ANY DAMAGE WILL BE CHARGED TO THOSE IN POSSESSION OF THE TIRES AT THE TIME OF THE DAMAGE.

2. NOTHING THAT WILL LEAVE ADHESIVES ON THE TIRES MAY BE USED TO ATTACH LABELS OR MARKINGS. GLUES ARE ALMOST IMPOSSIBLE TO REMOVE FROM TIRES AND ARE UNDER NO CIRCUMSTANCE TO BE USED.

3. TIRES ARE EASILY DAMAGED BY ANYTHING SHARP OR PROTRUDING OBJECTS. PRIOR TO PUTTING TIRES IN ANY CONTAINER, TRUCK, TRAILER, OR RAIL CAR AND ON PALLETS ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES. THIS INCLUDES, NAILS, WOOD SLIVERS, STAPLES ETC. WHEN SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES THEY MUST BE LINED TO PROTECT THE TIRES. DO NOT USE KNIVES, RAZORS OR ANYTHING SHARP TO PACK OR UNPACK TIRES. DO NOT SHIP TIRES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRE. PALLETS DESIGNED WITH STEEL POLES THAT SUPPORT THE WEIGHT OF THE PALLET ABOVE MAY BE STACKED. OTHERWISE, PALLETS MAY NOT BE STACKED. FORK EXTENSIONS WILL BE USED WHEN MOVING LARGE PALLETS OF TIRES.

SPECIAL PACKAGING INSTRUCTION

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ATTACHMENT I - CONTINUED

4. THE TIRE BEAD IS ANOTHER AREA THAT IS EASILY DAMAGED. TIRES SHOULD NEVER BE LIFTED WITH THE FORKS OF A FORKLIFT UNLESS THAT FORKLIFT HAS SPECIAL FORKS DESIGNED TO LIFT TIRES. THE BEAD OF THE TIRE IS AN AREA WHERE THEY ARE SEALED AGAINST THE WHEEL. ANY FOREIGN MATERIAL SUCH AS GLUE, DIRT, OR GREASE CAN CAUSE THE TIRE NOT TO SEAL. ANY SCRATCHES OR DAMAGE TO THIS BEAD DESTROYS THE TIRE FOR USE. ALL HANDLING WILL INSURE THE BEAD AREA IS PROTECTED AT ALL TIMES.

5. ALL SHIPPING CONTAINERS MADE OF WOOD ARE TO BE LINED WITH ASTM-D4727, CORRUGATED FIBERBOARD (C.F.), DOMESTIC (DOM), SINGLE WALL (SW), GRADE (GR), 175 OR EQUAL. THE INSIDE DIMENSIONS OF SHIPPING CONTAINERS SHALL BE LIMITED TO ONE INCH LARGER THAN THE OVERALL LENGTH, WIDTH AND DEPTH OF THE COMBINED GROUP OF TIRES BEING SHIPPED. LENGTH SHALL NOT EXCEED 84 INCHES O.D. IF POSSIBLE AND HEIGHT SHALL NOT EXCEED 45 INCHES O.D. SKIDS SHOULD BE USED IF THE GROSS WEIGHT EXCEEDS 200 LBS, OR 100 LBS IF BOTH LENGTH AND WIDTH DIMENSIONS EXCEED 48 INCHES AND 24 INCHES RESPECTIVELY. LEVEL A SHIPPING CONTAINERS ARE NOT TO EXCEED 2500 LBS GROSS WEIGHT. CONTENTS ARE NOT TO EXCEED 1000 LBS.

6. MARKING OF TIRES CAN ONLY BE ACCOMPLISHED THROUGH THE USE OF ADHESIVE BACKED LABELS OR ENVELOPES THAT ARE APPLIED TO THE TREAD. ONE COPY OF THE APPLICABLE SPI SHOULD BE ATTACHED TO THE TIRE IN AN ADHESIVE BACKED ENVELOPE. IF DESIRED THE SPI MAY ACCOMPANY THE DOCUMENTATION. FOR SHIPMENTS OF MORE THAN ONE TIRE OF THE SAME SIZE, ONE SPI WILL BE ADEQUATE AND THIS SPI MUST ACCOMPANY THE PAPER WORK.

7. WHEN TIRES ARE UNIT PACKED IN QUANTITIES OF MORE THAN ONE, THEY SHALL BE SEPARATED BY CRAFT PAPER, UU-P-268, TYPE I, GRADE OPTIONAL OR PLASTIC FILM CONFORMING TO A-A-3174, TYPE I, CL 1, GR A, FIN 1 OR ANY MATERIAL THAT WILL SEPARATE THESE TIRES AND PREVENT DAMAGE.

8. WHEN LOADING OR STACKING TIRES WITH VARYING DIMENSION, SIZES 40 INCHES AND LARGER SHALL CONSTITUTE THE FIRST TIER. SUBSEQUENT LAYERS SHALL BE POSITIONED ACCORDING TO DIMENSIONS. WITH THE LARGEST ONES ON THE BOTTOM AND THE NEXT LARGEST SIZE ON TOP OF THEM IN ORDER. TOTAL HEIGHT OF TIERS SHALL NOT EXCEED SEVEN FEET. TIRES WILL NOT BE USED FOR CHALKING, SIDES AND DOORS OF RAIL CARS AND TRAILERS WILL BE LINED WITH FIBERBOARD CONFORMING TO ASTM-D4727 CF, DOM, SW, GR, 175 OR EQUAL. SLIP SHEETS WILL BE INSERTED BETWEEN TIERS AT LEAST TWICE IN THE LOAD FOR STABILIZATION AND TO HELP PREVENT SHIFTING.

9. **CAUTION:** WHEN WOOD CONTAINERS ARE USED DO NOT NAIL LIDS ON, THEY MUST BE UNNAILED CLOSURES.

10. WHEN SHIPPING ON AN OPEN TRAILER, CONTAINERS WILL BE COVERED WITH A TARP.

11. UNLESS OTHERWISE SPECIFIED, DIMENSIONS WILL BE IN INCHES, TOLERANCES: FRACTIONS: + OR $\frac{1}{8}$ DECIMALS: + OR - .125

12. TIRES WILL BE PALLETIZED IN ACCORDANCE WITH MIL-HDBK-774.

13. ADHESIVE BACKED LABELS WILL BE USED ON THE SIDEWALL TO SHOW THE TIRES MUST BE STORED AND SHIPPED UPRIGHT AND THAT THEY ARE PRESSURE SENSITIVE. THESE LABELS ARE TO BE 4 INCHES BY 6 INCHES WITH $\frac{1}{2}$ INCH LETTERING FOR TIRES LARGER THAN 36 INCHES. FOR TIRES SMALLER THAN 36 INCHES THE LABELS WILL BE 3 INCHES BY 5 INCHES WITH $\frac{1}{4}$ INCH LETTERING.

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ATTACHMENT II

PACKING AND HANDLING INSTRUCTIONS FOR AIRCRAFT TIRES FROM THE MANUFACTURER TO THE BUYER

AIRCRAFT TIRES ARE EASILY DAMAGED AND THEY REQUIRE SPECIAL MARKING AND HANDLING. THESE INSTRUCTIONS APPLY TO ALL AIRCRAFT TIRES. THEY INCLUDE NEW, RECAPPED, AS WELL AS RECAPPABLE TIRES. ANY MANUFACTURER RESPONSIBLE FOR THE SHIPMENT, HANDLING, OR STORAGE OF THESE TIRES WILL COMPLY WITH THESE INSTRUCTIONS. IF ANY DEVIATION IS REQUIRED FROM THESE INSTRUCTIONS A WAIVER MUST BE OBTAINED FROM THE RESPONSIBLE PACKAGING OFFICE.

1. TIRES NORMALLY WILL BE PACKED, SHIPPED OR STORED IN A VERTICAL POSITION (ON THE TREAD). TIRES MAY BE SHIPPED HORIZONTALLY (ON SIDEWALLS) WITH THESE PROVISIONS. WHEN TIRES ARE SHIPPED HORIZONTALLY, IN A METHOD CALL STOVE-PIPING THE TOTAL STACKING HEIGHT MUST BE LIMITED TO 84 INCHES, OR SEVEN FEET TO INSURE THEY ARE NOT CRUSHED FROM THE STACKING WEIGHT. THIS MAXIMUM STACKING HEIGHT IS A LIMIT AND IS TO BE USED AS SUCH. TIRES 40 INCHES DIAMETER AND LARGER MAY BE DAMAGED IF SHIPPED HORIZONTAL. THE SHIPPER MUST INSURE TIRES ARE NOT SHIPPED HORIZONTAL IF THEY WILL BE DAMAGED. TIRES THAT ARE TOO HEAVY TO STACK TO 84 INCHES MUST NOT BE STACKED ANY HIGHER THAN WILL INSURE THEY ARE NOT CRUSHED. IT IS THE SHIPPERS RESPONSIBILITY TO INSURE TIRES ARE NOT CRUSHED FROM THE STACKING WEIGHT. THE SHIPPER IS RESPONSIBLE TO INSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES SIDEWALLS, E.G. NAILS, WOOD-SLIVERS ETC. AIRCRAFT TIRES MAY BE SHRINK WRAPPED TO A PALLET WHICH WILL HAVE A COMBINED TOTAL OF 55 INCHES, TIRE HEIGHT PLUS PALLET HEIGHT. TIRE SIZE IS LIMITED TO PALLET SIZE. NO TIRES OVER 40 INCHES MAY BE SHRINK WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. PVC FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF TIRE STACKS. SHRINK WRAP MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS MANDATORY WHEN TIRES ARE SHRINK WRAPPED. USE OF A TOP SHEET OF FIBERBOARD IS MANDATORY WHEN TIRES ARE SHRINK WRAPPED. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRES. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PRIOR TO USE OF ANY PALLET IT MUST BE INSPECTED FOR ANY LOOSE NAILS OR WOOD THAT COULD CAUSE DAMAGE TO TIRES. UPON ARRIVAL AT THEIR DESTINATION, ALL AIRCRAFT TIRES MUST BE IMMEDIATELY UNWRAPPED AND STORED VERTICALLY (ON THEIR TREADS), UNLESS THEY ARE TO BE SHIPPED WITH IN A SHORT PERIOD OF TIME. SHIPPING THESE TIRES ON THEIR SIDES IS ONLY A TEMPORARY ALLOWANCE. THE SHIPPER, CARRIER AND RECEIVER OF ALL TIRES ARE RESPONSIBLE TO INSURE THE TIRES ARE LEFT ON THEIR SIDE FOR THE SHORTEST TIME POSSIBLE. ANY DAMAGE WILL BE CHARGED TO THOSE IN POSSESSION OF THE TIRES AT THE TIME OF THE DAMAGE.

2. NOTHING THAT WILL LEAVE ADHESIVES ON THE TIRES MAY BE USED TO ATTACH LABELS OR MARKINGS. GLUES ARE ALMOST IMPOSSIBLE TO REMOVE FROM TIRES AND ARE UNDER NO CIRCUMSTANCES TO BE USED.

3. TIRES ARE EASILY DAMAGED BY ANYTHING SHARP OR PROTRUDING OBJECTS. PRIOR TO PUTTING TIRES IN ANY CONTAINER, TRUCK, TRAILER, OR RAIL CAR AND ON PALLETS ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES. THIS INCLUDES, NAILS, WOOD SLIVERS, STAPLES ETC. WHEN THE SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES THEY MUST BE LINED WITH A SUITABLE LINER TO PROTECT THE TIRES. DO NOT USE KNIVES, RAZORS OR ANY THING SHARP TO PACK OR UNPACK TIRES. DO NOT SHIP TIRES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRE. PALLETS DESIGNED WITH STEEL POLES THAT SUPPORT THE WEIGHT OF THE PALLET ABOVE MAY BE STACKED. OTHERWISE, PALLETS MAY NOT BE STACKED. FORK EXTENSIONS WILL BE USED WHEN MOVING LARGER PALLETS OF TIRES.

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4. THE TIRE BEAD IS ANOTHER AREA THAT IS EASILY DAMAGED. TIRE SHOULD NEVER BE LIFTED WITH THE FORKS OF A FORKLIFT UNLESS THAT FORKLIFT HAS SPECIAL FORKS DESIGNED TO LIFT TIRES. THE BEAD OF THE TIRE IS AN AREA WHERE THEY ARE SEALED AGAINST THE WHEEL. ANY FOREIGN MATERIAL SUCH AS GLUE, DIRT OR GREASE CAN CAUSE THE TIRE NOT TO SEAL. ANY SCRATCHES OR DAMAGE TO THIS BEAD DESTROYS THE TIRE FOR USE. ALL HANDLING WILL INSURE THE BEAD AREA IS PROTECTED AT ALL TIMES.

5. MARKING OF TIRES CAN ONLY BE ACCOMPLISHED THROUGH THE USE OF ADHESIVE BACKED LABELS OR ADHESIVE BACKED ENVELOPES THAT ARE APPLIED TO THE TREAD. ONE COPY OF THE APPLICABLE SPI SHOULD BE ATTACHED TO THE TIRE IN AN ADHESIVE BACKED ENVELOPE, OR A COPY OF THESE INSTRUCTIONS. IN LIEU OF ATTACHING THE SPI OR HANDLING INSTRUCTIONS TO THE TIRE A COPY SENT WITH THE PAPER WORK WILL BE ADEQUATE. FOR MULTIPLE TIRE SHIPMENTS OF THE SAME TIRE ONE COPY OF THE SPI OR HANDLING INSTRUCTIONS WILL BE CONSIDERED ADEQUATE.

6. WHEN LOADING OR STACKING TIRES WITH VARYING DIMENSIONS, SIZES 40 INCHES AND LARGER SHALL CONSTITUTE THE FIRST TIER. SUBSEQUENT LAYERS SHALL BE POSITIONED ACCORDING TO DIMENSIONS. WITH THE LARGEST ONES ON THE BOTTOM AND THE NEXT LARGEST SIZE ON TOP OF THEM IN ORDER. TOTAL HEIGHT OF TIERS SHALL NOT EXCEED SEVEN FEET OR 84 INCHES. TIRES WILL NOT BE USED FOR CHALKING, SIDES AND DOORS OF RAIL CARS. SLIP SHEETS WILL BE USED BETWEEN TIERS AT LEAST TWICE IN THE LOAD FOR STABILIZATION AND TO HELP PREVENT SHIFTING.

7. **CAUTION:** WHEN WOOD CONTAINERS ARE USED DO NOT NAIL LIDS ON, THEY MUST BE UNNAILED CLOSURES.

8. WHEN SHIPPING ON AN OPEN TRAILER, CONTAINERS WILL BE COVERED WITH A TARP.

9. UNLESS OTHER WISE SPECIFIED, DIMENSIONS WILL BE IN INCHES, TOLERANCES:
FRACTIONS: + OR - $\frac{1}{8}$ DECIMALS: + OR - .125

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ATTACHMENT III
SPECIAL CONDITIONS AUTHORIZATION

FIRST, THE SHIPPER AND PACKER MUST COMPLY WITH THE INSTRUCTIONS GIVEN IN ATTACHMENT I, PACKING AND HANDLING INSTRUCTIONS FOR AIRCRAFT TIRES, EXCEPT WHERE THIS SPECIAL CONDITIONS AUTHORIZATION GIVES DIFFERENT GUIDANCE. FOR EXAMPLE, YOU MAY NOT SHIP MORE THAN ONE TIRE AND WHEEL ASSEMBLY HORIZONTALLY OR YOU MAY NOT STACK TIRE AND WHEEL ASSEMBLIES.

UNDER NORMAL CONDITIONS AIRCRAFT TIRES AND WHEELS SHOULD NEVER BE SHIPPED TOGETHER. HOWEVER, THERE ARE SPECIAL CONDITIONS IN THE FIELD WHEN SHIPPING TIRES AND WHEELS AS AN ASSEMBLY IS NECESSARY TO ACCOMPLISH MISSION REQUIREMENTS. THIS AUTHORIZATION IS TO ACCOMMODATE THOSE MISSION ESSENTIAL NEEDS. WHEN WHEELS AND TIRES ARE ASSEMBLED IT IS RECOMMENDED THE TOTAL RATED PRESSURE BE REDUCED BY 15-20 % (LEAVING 80-85%) OF THE MAXIMUM RATED PRESSURE. THIS REDUCTION IN TOTAL PRESSURE IS RECOMMENDED AND NOT MANDATORY. NEVER INFLATE TIRES OVER THE MAXIMUM RATED PRESSURE. WHEN SHIPPING TIRE AND WHEEL ASSEMBLIES THEY MUST BE SECURED AT ALL TIMES AND THE HAZARD OF BEING UNDER PRESSURE MUST BE IDENTIFIED. PROTECTIVE PROCEDURES TO BE USED WHEN SHIPPING AIRCRAFT TIRE AND WHEELS AS ASSEMBLIES ARE AS FOLLOWS:

1. SHIPPERS AND CARRIERS ARE RESPONSIBLE TO ENSURE TIRE AND WHEEL ASSEMBLIES ARE PROPERLY PREPARED AND PROTECTED FOR SHIPMENT. WHENEVER POSSIBLE, TIRE AND WHEEL ASSEMBLIES WILL BE PACKED, SHIPPED AND/OR STORED IN A VERTICAL POSITION (ON THE TREAD). WHEN SHIPPING TIRE AND WHEEL ASSEMBLIES VERTICALLY (ON THE TREAD) PLACE FIBERBOARD SEPARATORS BETWEEN EACH ASSEMBLY. THIS IS TO ELIMINATE ANY CHAFING AND DAMAGE THAT MAY BE CAUSED BY METAL TO METAL CONTACT OF THE WHEELS. IF THE WHEELS HAVE HEAT SHIELDS THAT EXTEND PAST THE EDGE OF THE WHEELS FIBERBOARD RELIEF PADS MUST BE USED TO INSURE THE HEAT SHIELDS ARE NOT CRUSHED. THE CONTAINER DESIGNED FOR TIRES ARE TO BE USED WITH THESE CHANGES: IF THE WHEELS ASSEMBLED WITH THE TIRES ARE TOO WIDE FOR THE CONTAINER, REDUCE THE QUANTITY BY ONE AND FILL THE VOID WITH A SUITABLE FILLER. THIS FILLER CAN BE A FALSE END THAT IS ADEQUATELY SUPPORTED. WHEEL AND TIRE ASSEMBLIES SHOULD NOT BE SHIPPED HORIZONTALLY, IF AT ALL POSSIBLE. IF YOU HAVE NO OTHER OPTION BUT TO SHIP THEM HORIZONTALLY THEY WILL NOT BE STACKED. YOU MUST SHIP ONLY ONE ASSEMBLY TO A CONTAINER. TIRE AND WHEEL ASSEMBLIES MAY BE SHIPPED HORIZONTALLY (ON SIDEWALLS) WITH THESE PROVISIONS: TIRE AND WHEEL ASSEMBLIES THAT ARE SHIPPED HORIZONTALLY MAY BE EASILY DAMAGED. THIS DAMAGE MAY RESULT WHEN SIDEWALLS CONTACT ANY SHIPPING SURFACE THAT MAY GOUGE, CUT OR PUNCTURE THE TIRE OR DENT THE WHEEL. THE TIRE CAN NOT PROTRUDE PAST THE SHIPPING SURFACE SUCH AS A PALLET. WHEN TIRE AND WHEEL ASSEMBLIES ARE SHIPPED HORIZONTALLY THE SHIPPER MUST ENSURE THE PROTECTION OF ALL PARTS OF THE TIRE AND WHEEL. THIS MAY REQUIRE RELIEF FOR HEAT SHIELDS TO PREVENT CRUSHING. AS THE HEAT SHIELD EXTENDS PAST THE EDGE OF THE WHEEL, THEN THAT HEAT SHIELD NEEDS TO BE PROTECTED AT ALL TIMES. IN ADDITION, WHEN TIRE AND WHEEL ASSEMBLIES ARE SHIPPED HORIZONTALLY, THE TIRE SIDEWALLS MUST BE PROTECTED FROM DAMAGE BY THE USE OF A PROTECTIVE SHEET OF FIBERBOARD BETWEEN THE TIRE AND WHEEL ASSEMBLY AND THE CONTAINER TO ELIMINATE ANY DAMAGE. SHIPPERS MUST ENSURE TIRE AND WHEEL ASSEMBLIES ARE NOT SHIPPED HORIZONTALLY IF THEY WILL BE DAMAGED IN ANY WAY.

2. NO TIRES OVER 40 INCHES MAY BE SHRINK-WRAPPED OR SHIPPED ON A STANDARD 48 X 40 PALLET. WHEN POSSIBLE, FABRICATE CUSTOM PALLETS LARGE ENOUGH TO ACCOMMODATE THE SIZE OF THE WHEEL AND TIRE ASSEMBLIES. TIRES MAY NOT HANG OVER THE EDGE OF A PALLET. THE USE OF A TOP AND BOTTOM SHEET OF FIBERBOARD IS RECOMMENDED. USE OF A TOP SHEET OF FIBERBOARD DURING WRAPPING WILL WATERPROOF THE PALLETIZED TIRE. THE BOTTOM SHEET PROTECTS THE TIRES FROM THE PALLET. PVC (STRETCH WRAP) FILMS SHOULD NOT BE USED, AS THESE LOOSEN AT HIGH TEMPERATURES AND COULD AFFECT THE STABILITY OF THE TIRE. THIS MEETS MILITARY STANDARDS FOR SERVICEABLE AND UNSERVICEABLE METHODS OF PRESERVATION. IT IS RECOMMENDED THAT UPON ARRIVAL AT THEIR DESTINATION, A/C TIRE AND WHEEL ASSEMBLIES BE UNWRAPPED IMMEDIATELY AND STORED VERTICALLY (ON THEIR TREADS). IF THE TIRE AND WHEEL ASSEMBLIES ARE TO BE RESHIPED WITHIN A SHORT PERIOD OF TIME THEY MAY BE LEFT PALLETIZED.

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3. SHIPPERS MUST ENSURE SHIPPING SURFACES ARE FREE FROM ANYTHING THAT COULD DAMAGE THE TIRES AND WHEELS. ANY SHARP OR PROTRUDING OBJECTS CAN EASILY DAMAGE TIRES (E.G., NAILS, WOOD SLIVERS, ETC.). PRIOR TO PUTTING MATED TIRE AND WHEEL ASSEMBLIES IN ANY CONTAINER, TRUCK, TRAILER, RAIL CAR, ETC., AND ON PALLETS, ALL SURFACES WILL BE INSPECTED TO INSURE NOTHING WILL PUNCTURE OR DAMAGE THE TIRES AND WHEELS. WHEN SURFACES ARE IN SUCH CONDITION THAT THEY CAN CAUSE DAMAGE TO THE TIRES AND WHEELS THEY MUST BE LINED TO PROTECT THE TIRES AND WHEELS. DO NOT SHIP TIRE AND WHEEL ASSEMBLIES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRES AND WHEELS.

4. WHEN TIRE AND WHEEL ASSEMBLIES ARE UNIT PACKED IN QUANTITIES OF MORE THAN ONE, THEY SHALL BE SEPARATED BY A FIBERBOARD DIVIDER THAT WILL SEPARATE METAL TO METAL COMPONENTS WITHOUT DAMAGE TO THE TIRES AND WHEELS. ALSO, THE QUANTITIES OF EACH PACK MAY VARY DEPENDENT UPON SIZE OF THE ASSEMBLIES AND MAY NOT MATCH THE DRAWINGS ON THIS SPI.

5. THIS POLICY HAS BEEN CREATED TO ENSURE ALL FORWARD READINESS SPARES PACKAGES (RSP) SUPPORTED LOCATIONS AND FORWARD SUPPLY LOCATIONS (EN-ROUTE), THAT ROUTINELY RECEIVE AND SHIP MISSION ESSENTIAL FORWARD ASSEMBLIES, ARE BEING EXPEDITIOUSLY MOVED TO SUPPORT ALL AIR COMMAND TASKED MISSIONS. ANY QUESTION OR CONCERNS REGARDING THIS POLICY SHOULD BE ADDRESSED TO THE PROPER MANAGING AIR LOGISTICS COMMAND (ALC).

6. **IMPORTANT:** REMEMBER TO REFER TO NOTICE 2 ON PAGE 2 OF THIS SPECIAL PACKAGING INSTRUCTION.

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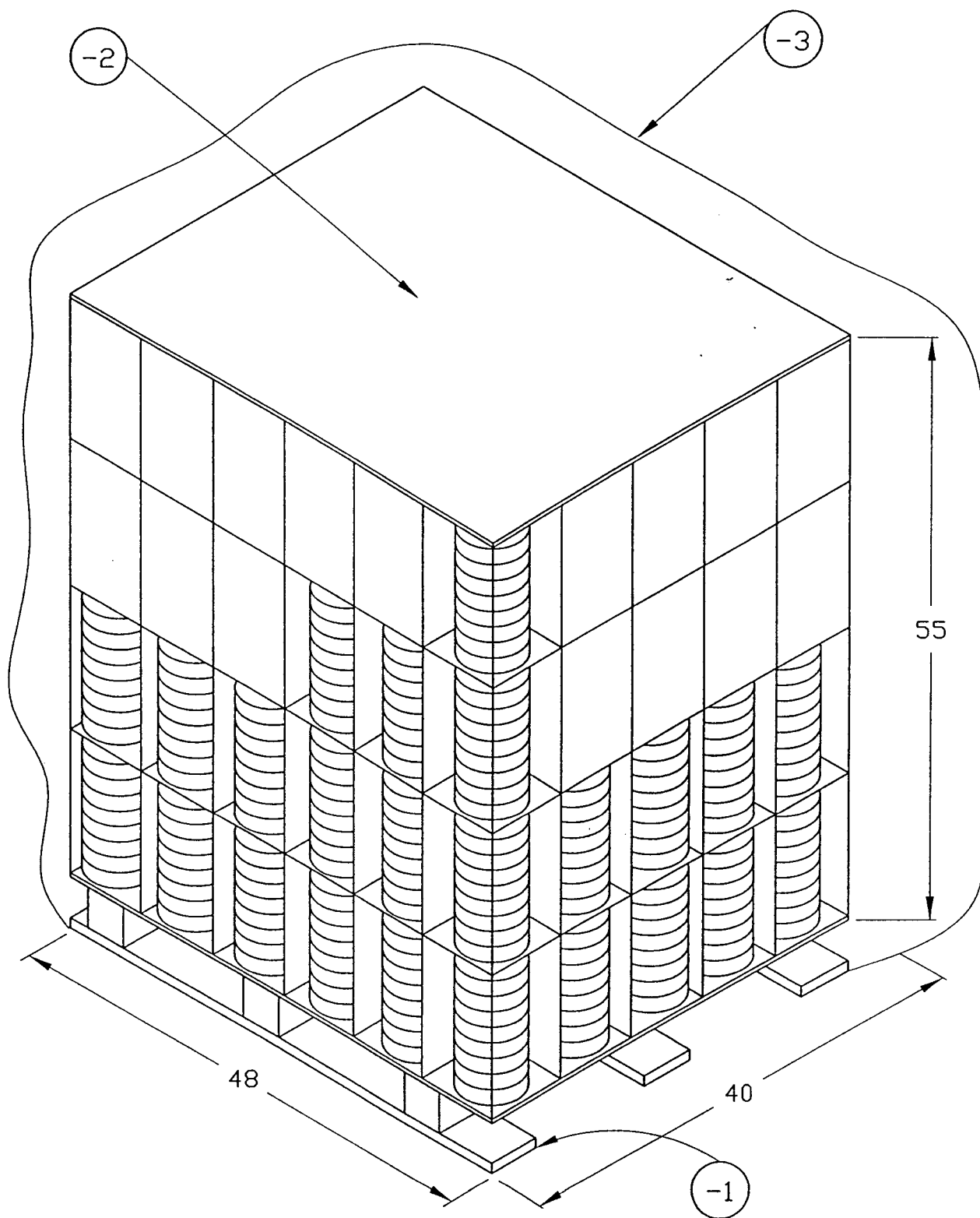


FIGURE 1 - LEVEL B

MAX TOTAL PALLET DIMENSION SHRINK WRAPPED 48 X 40 X 55

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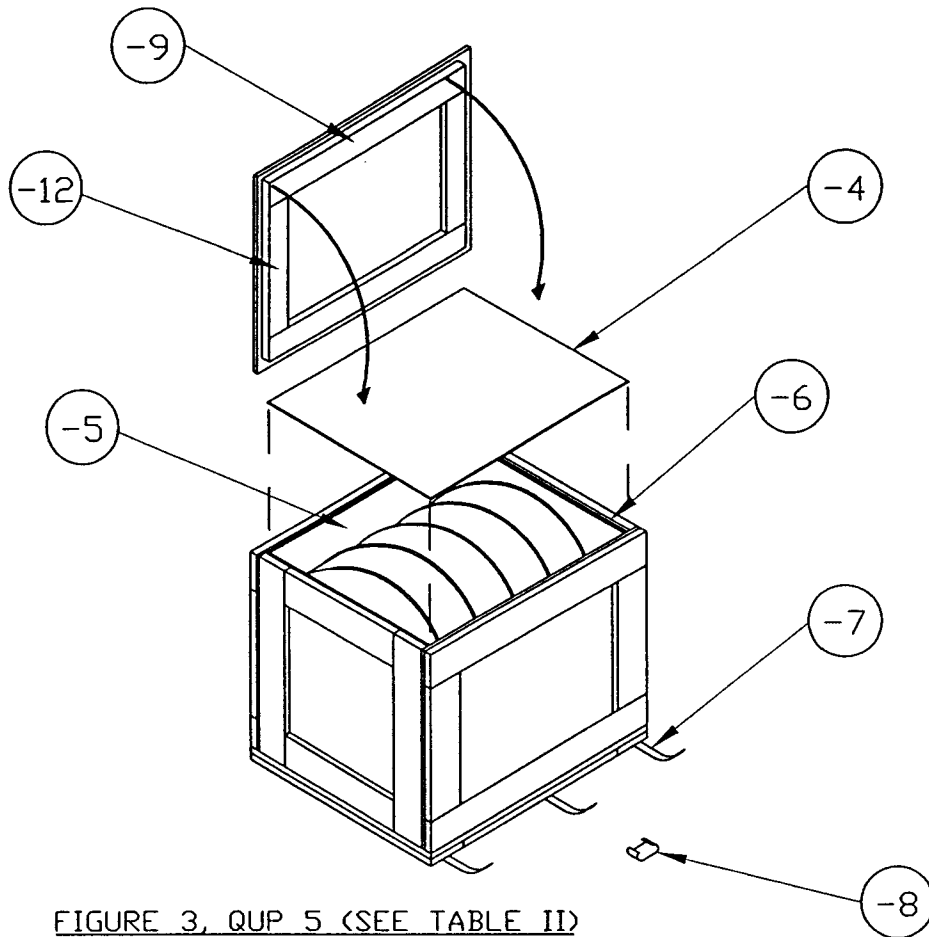


FIGURE 3, QUP 5 (SEE TABLE II)

LEVEL A: ASTM-D6251 (MOD) TY O/S, STY A,
CLASS I, GR A, UNNAILED CLOSURE.
CLOSE BY BANDING (DO NOT NAIL)
CONTAINERS ARE LINED WITH SW
FIBERBOARD.

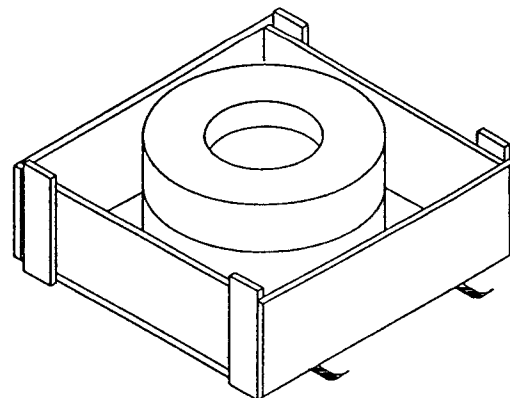


FIGURE 2, QUP 1 (SEE TABLE I)

LEVEL A: PPP-B-621 CL 2, STY 4, GR A
CLOSE BY BANDING (DO NOT NAIL)
CONTAINERS ARE LINED WITH SW
FIBERBOARD.

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